

ANNOUNCEMENT.

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China Mail

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No. 25,872

HONG KONG, THURSDAY, MAY 17, 1928.

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NEW MOVES.

JAPANESE AND NORTHERN PORT.

EYES ON MANCHURIA.

Shanhaikwan May Be Blocked Against Chinese.

FIGHTING BREAKS OUT NEAR TIENTSIN.

If needs be, Japan will block up Shanhaikwan to protect her special interests in Manchuria, and forbid the passage of armed Chinese forces of either side.

The Japanese are quoted as considering the 8,500 foreign troops—all told—in Tientsin and Peking, as sufficient to keep order. They are "sending only one additional company" but, on the other hand, there is talk of the 3rd Nagoya division being diverted from Tsingtao and a hunt for billets in the Legation Quarter.

Evidently there is some real cause for alarm. Fighting is reported to the north of Machang, indicating that the Southern vanguard has approached to within 30 miles of Tientsin. But the Northerners are said to be contemplating a counter-attack in another zone. Be'li messages come via Tokyo, it should be noted. The consensus of opinion in Hong Kong is that the Northerners are still bent on getting outside the Great Wall, back into Manchuria, after which the Japanese will lock the door after them (at Shanhaikwan) and that the evacuation should be complete by Saturday, before which the Southerners are unlikely to reach Tientsin.

FENG IN ACTION.

Peking, To-day.
The Japanese state they are sending only one additional company of troops to Peking but they are working with great activity for procuring quarters for several hundred troops in the ex-Austrian Legation and are strengthening the defences.

The British authorities have instructed Britons to prepare to move into the Legation Quarter.

Both Chinese and foreigners are sending valuables to the Legation Quarter but Peking is outwardly quiet. Larger patrols than usual are on the streets. Persons are not allowed on the streets after 10 o'clock in the evening.—Reuter.

NORTH OF MACHANG.

Southerners Fighting 30 Miles From Tientsin.

Tokyo, Yesterday.
A report from Peking says that those of General Feng Yu-hsiang's army which captured Tachow on May 11, have sent a vanguard up to the vicinity of Machang, threatening the retreating Northerners' rear and endangering the Tientsin-Peking area.—Reuter.

[Note: From Tsangchow, the last point captured by the Southerners, to Tientsin is 60 miles, to Peking another 70 miles. Machang is only 30 miles from Tientsin.]

Tientsin, To-day.
Fighting was reported to have taken place yesterday to the north of Machang.—Reuter.

COUNTER-ATTACK?

Contradictory Report on Northern Intentions.

Tokyo, To-day.
A report from Peking says that the Northerners, taking advantage of General Feng Yu-hsiang's lack of preparation, have decided to launch an offensive along the Peking-Hankow Railway, for the purpose of which Generals Yang Yu-tung and Chang Hsueh-lang have already departed for Pao-tung.

Another despatch says, however, that the Manchurian General, Wu Chun-sheng, who is at present at Shanhaikwan, has been ordered by the Northern leaders to withdraw most his troops back to Mukden, in Manchuria.—Reuter.

JAPAN'S VIEW.

To Block Shanhaikwan If Necessary.

Tokyo, To-day.
The Cabinet, after studying reports from North China, has concluded that the Foreign garrison at Peking and Tientsin is sufficient to cope with the present situation; but it was decided to divert a part of the 3rd Nagoya division from Tsingtao if necessary.

It was also decided that the utmost must be done to prevent disturbances spreading to Manchuria, for which, it is understood, the Cabinet is considering taking

D'OISY'S CRASH.

Flight Now Regarded As Abandoned.

FURTHER DETAILS.

Airmen's Miraculous Escape From Incineration.

Akyab, Yesterday.
Captain Pelletier D'Oisy crashed in landing on the race course here. He himself was unhurt, but his two mechanics were injured, while his aeroplane was badly damaged.

Later.

It is ascertained that Captain D'Oisy landed successfully, but came to grief after re-starting. He crashed two miles from Akyab.

The two mechanics are in hospital, one of them severely injured.

Cause of the Accident.

Rangoon, Yesterday.
Details of D'Oisy's crash show that he descended at Akyab owing to engine trouble. The engine failed to take off again and D'Oisy was compelled to land in paddy fields near the aerodrome. The under-carriage was carried away from the machine and wrecked.

They will be unable to continue the flight.

The airmen miraculously escaped incineration when the petrol poured out of the tank after the crash.—Reuter.

PEACE PACT.

SENATE'S SANCTION OBTAINABLE NEXT MONTH.

THE NEW TREATY.

London, Yesterday.
With reference to the "Herald Tribune's" report, it is understood that under the American Constitution it is impossible to extend the Root Arbitration Treaty without the sanction of the Senate which will not be obtainable before June 4. It is probable that there will be a short interval between the expiration of the treaty and the enforcement of the new Treaty which is now being negotiated.—Reuter.

The London Suggestion.
Washington, Yesterday.
The American Government has found it impossible to accept the suggestion from London to extend the Bryce-Root Arbitration for a few months beyond June 4.

Not in Agreement.
The "Herald Tribune," which is responsible for this report, asserts that Sir Esme Howard (British Ambassador at Washington) informed Mr. F. B. Kellogg (U.S. Secretary of State Department) that the British Government did not agree in all respects with the provisions of Mr. Kellogg's Arbitration Treaty, the draft of which had been submitted by the United States' Government last December.—Reuter's American Service.

FILM "STARS."

MENJOU AND MISS CARVER MARRY IN PARIS.

ANOTHER VENTURE.

Paris, Yesterday.
Before the Mairie, the Fifteenth Arrondissement was the scene of the wedding of the film star, Adolphe Menjou, and Miss Kathryn Carver, both of whose previous marriages were dissolved last year.

The bride was the ex-wife of a New York Society photographer.—Reuter's American Service.

YANGTZE WAR.

ENEMIES OF YANG SEN AT WANHSIEN.

STEAMBOATS HELD UP.

It is reported, states a wireless despatch, that a considerable force of Chinese troops who set out from Chungking to attack General Yang Sen have marched 280 miles down the Upper Yangtze River and are 50 miles from Wanhsien, their first objective. Yang Sen is believed to be at Ichang, 132 miles below Wanhsien.

The Yangtze Rapids Co.'s steamers have been held up at Wanhsien, owing to the trouble, and have been forced to discharge their cargoes there.

CAUTIOUS POLICY.

The Canton Insurance Office, Ltd.

1926 FIGURES BETTER.

Keen London Competition: Chaos in China.

The cautious policy has been maintained, it was announced today at the 47th annual meeting of the Canton Insurance Office, Ltd., with the result that premium income in 1926 was \$310,000 higher than in 1925.

Reference was made to "disastrous reports" from the London marine market and to the chaotic conditions prevailing in China.

The Hon. Mr. B. D. F. Beith (chairman) presided. He was supported by Sir Robert Ho Tung and Messrs. L. Dunbar, Henry Humphreys and H. P. White (members of the consulting committee) and Mr. F. C. Hall (secretary).

Shareholders present were Messrs:—J. H. Taggart, Ho Leung, Lo Man-hin, L. S. Greenhill, A. H. M. da Silva, John Arnold, D. V. Stevenson.

Chairman's Speech.
The notice convening the meeting was read by the secretary. The report and accounts were taken as read. The chairman then read his address as follows:—

The account for the year 1926, which we now present to you, though showing an appreciable im-

OVERCAST.

Southerly to easterly winds, moderate, overcast, is the official weather forecast until noon tomorrow.

The northern depression has passed to the N.E. of Japan. The southern depression remains stationary over Indo China. The anticyclone has strengthened and is central near Shanghai.

Improvement on that for 1925, does not compare too favourably with others of its predecessors since 1916. The premium income is some \$310,000 more than that for 1925, the loss, ratio is lower at 67.27 per cent. as against 69.98 per cent., the expense ratio is 19.63 per cent. as against 20.18 per cent. and the underwriting balance 13.10 per cent. as compared with 9.84 per cent.

The London Market.
I am unable to give you any better news with regard to the conditions prevailing on the London Market which, if it is possible, are rather worse than ever. It is obvious from the further disastrous reports of many of the leading marine insurance companies, now being published, that the breaking point must be near and some sort of reaction shortly take place.

That companies have been willing to carry on for so long, under existing circumstances, is a matter for wonder while the fact, that they have been able to do so, is a very striking tribute to the financial stability of British insurance companies as a whole.

China's Disorders.

The local position remains unaltered and it is quite impossible to foresee any prospect of better things ahead; the continued internecine warfare has greatly reduced the purchasing power of this vast country and until a lasting peace is restored, allowing Chinese in the interior to go about their lawful avocations without let or hindrance, no betterment of the present state of affairs as regards commerce is to be looked for. The fall of 12 per cent. in the Customs revenue for 1927 provides a striking example of the effect of these disorders upon the trade of China as a whole.

Traditional Resourcefulness.

I regret my inability to strike a more optimistic note with regard to marine insurance but I cannot see that we are yet into smoother waters; an encouraging feature of the situation, however, is the continued traditional resourcefulness of the Chinese in adapting themselves to circumstances and maintaining their trade, as far as humanly possible, under the most chaotic conditions. If proof of this is needed, ample evidence is furnished by the statistics of exports from the Yangtze River throughout the disturbances that have existed in that area for the last eighteen months. Nevertheless, there can be no question but that our present cautious policy

FLOATING ARSENAL.

Sequel To Recent Record Haul.

BOATWOMEN INVOLVED.

One Sentenced To Three Years' Hard Labour.

In Mr. R. E. Lindsell's Court, at the Central Magistracy yesterday afternoon, there was a sequel to the recent record haul of contraband arms and ammunition made by a Chinese detective on board a dinghy which was moving in a suspicious manner in Aberdeen harbour, opposite the village in the early morning of May 10.

Major C. Willson sat with the Senior Magistrate to try the case, in which three boatwomen were charged with the unlawful possession of the contraband, listed as follows:—

200 automatic pistols of French manufacture.
59 other automatic pistols.
49 Demont automatic pistols.
22 Jupiter automatic pistols.
5 other French pistols.
35 Luger pistols.
8 Mauser pistols.

In addition there were included in the haul 379 spare pistol parts, and 40,167 rounds of ammunition. At the time of the seizure the only occupant of the dinghy was a fisherman who was immediately arrested. Later police investigations led to the arrest of the other two boatwomen.

Mr. A. E. Hall appeared for the defence, and pleaded "not guilty." Sergeant Hopkin, in charge of the Aberdeen Police Station, withdrew the charge against the third defendant, an old woman, who was accordingly discharged.

Evidence of the "find," as already reported, was then given by Chinese Lance-Sergeant C219, who went out on harbour patrol in a row boat together with another Cantonese constable and a Shantung man.

Police Capture Dinghy.

As they approached "Little Island," they saw a dinghy coming from the West. On seeing the police, the dinghy suddenly changed its course and made for Apichau. The police gave chase and overtook the dinghy. A search on board revealed the arms and ammunition, contained in six baskets.

The first defendant who was in sole charge of the dinghy was placed under arrest and taken to Aberdeen Police Station together with the contraband.

At the Police Station, the first accused made a statement implicating the second woman who, she alleged, had engaged her to carry the arms.

Sergeant Hopkins and Sergeant Whant then went out to two houseboats in the harbour, and on one of these arrested the second accused, who in her turn implicated two men who, she alleged, had placed the contraband on board her boat. She did not, however, know the men.

Owing to lack of evidence against this woman, the Magistrate decided to discharge her.

The case was then proceeded with against the first accused, and further evidence was given to the effect that the characters on the accused's boat also appeared on the baskets containing the ammunition.

Mr. Hall whilst admitting that the contraband was found on board the dinghy, stated that the accused had no knowledge of the contents of the baskets, which were placed on board by two men who engaged the woman's dinghy to go out to a fishing junk in Aberdeen Harbour.

The Magistrate convicted the accused and sentenced her to three years' hard labour.

must be maintained until the horizon is clearer.

Bigger Balance.

Turning again to the accounts, you will see that the balance at credit of Working Account for 1927 is \$2,604,981.89 as against \$2,351,266.94, an increase of slightly over \$250,000; it must be borne in mind, however, that this account has yet a further twelve months to run and, though this increase is satisfactory, it is quite impossible to make any forecast as to what the ultimate result will be.

Our Assets as expressed in sterling, and dollars show increases of approximately £80,000 and \$175,000, respectively.

Underwriting Suspense Account: This reserve continues in a sound position.

(Continued on page 6.)

BRITAIN'S OBJECT.

NOT TO INTERFERE OUT HERE.

THE LEGATION QUARTER.

Home Government's Concern Regarding Nationals.

NANKING APPEAL TO THE LEAGUE.

"It is not our intention to oppose the Southerners' advance on Peking," announced Mr. Locker Lampson in the House of Commons when the Government had to reply to a series of questions on the latest developments in North China.

Britain's object will be to see that Chinese troops did not enter the Legation Quarter of Peking. The Home Government was in communication about the protection of foreign residents in Tientsin and Peking, but nothing had been said about military precautions on either the Tientsin-Pukow or the Peking-Mukden Railways, along which the Northerners have been withdrawing.

Much was said about Nanking's appeal to the League of Nations. Britain has no locus standi in the matter and, as was pointed out, Japan in any case is a member. A Government spokesman said that if spiteful chaos in China can be overcome, the British Government will not be deterred by the technicality of Nanking not being a member of the League.

"COMMONS" INTERESTED.

London, Yesterday.

In the House of Commons, replying to questions, Mr. Locker Lampson said that communications had been received from Tientsin regarding the question of affording protection to foreign residents in Tientsin and Peking but there had been no mention of taking military measures on the Tientsin-Pukow and the Peking-Mukden Railways.—Reuter.

LEGATION QUARTER.

Speaker & Comdr. Kenworthy's Statement.

London, Yesterday.

In the House of Commons, replying to questions relating to China, Mr. Locker Lampson said that while the Government is anxious to see the re-establishment of peace and attempt mediation, it is at present very delicate and will probably be misinterpreted. Therefore the Government cannot take such a step unless it is definitely invited by both sides to do so.

Advance Not Opposed.

Mr. Lampson said he was not aware what action the Secretary-General of the League of Nations was taking in connection with the Nanking Nationalist Government's appeal. Therefore, it is premature to consider what instructions it will be necessary to give the British representative at Geneva.

Mr. Lampson said that it is certainly not our intention to oppose the Southerners' advance upon Peking. "We should only take care to see that troops did not enter the Legation Quarter."

Lt-Comdr. J. M. Kenworthy said that the usual and most convenient way to Peking was by way of Tientsin. If the Nationalists held off from Tientsin, they cannot advance, he said.

The Speaker intervened and said the question must be put on paper.

BRITAIN AND IRAQ.

TREATY POPULAR THROUGHOUT THE COUNTRY.

THE MAIN ISSUE.

Baghdad, Yesterday.

Despite vigorous Nationalist propaganda against the Anglo-Iraq Treaty, Sir Abdul Muhsin Begsadin's Moderate Government has secured an overwhelming majority in the secondary elections throughout the country.

The Government supporters total seventy, the Opposition ten and the Independents eight.

The main issue of the elections are a New Army Bill dealing with a Defence Force and conscription. Supporters of the Bill contend that conscription is necessary to render Iraq more independent of outside help than at present.—Reuter.

No Dilatory Proceedings.

Mr. Lampson denied the Labourite suggestions that there were "dilatory proceedings" in connection with the Nationalists' appeal to the League of Nations. He said that he must await the decision of the officials of the League, upon which the duty of taking action developed.—Reuter.

HOUSE OF LORDS.

Sir Austen's Inquiries Made Before.

London, Yesterday.

In the House of Lords, replying to Lord Palmor who asked as regards the situation in China, Lord Cusendun said that a considerable time ago, Sir Austen Chamberlain informally inquired in Chinese quarters to ascertain whether any suggestion as regards invoking the League of Nations will be acceptable. Sir Austen Chamberlain had received absolutely no encouragement, said Lord Cusendun. It was made clear to him that a proposal at present will meet with no success and will probably add to the difficulties of the situation.

No Locus Standi.

The Nanking Political Committee had telegraphed to Geneva asking that the machinery of the League be applied. No appeal had been made to the British Government. Lord Cusendun pointed out the article 11 provided for definite procedure. It must be presumed that the Secretary-General and the President will now consider the position. He did not think the British Government had a locus standi of any kind to interfere at present in support of the application.

"If Chaos Can Be Overcome."

Referring to Lord Palmor's plea for the favour of Britain in backing up the Nanking telegram to Geneva, coupled with a contention that technical difficulty would disappear, Lord Cusendun said that in one sense an international quarrel might exist between Japan and Nanking but, after all, Japan is a member of the League of Nations and "clearly we are not able to treat the Japanese Government in such a rough and ready way" as Lord Palmor had implied. "If spiteful chaos in China could be overcome," Lord Cusendun added, "the British Government would not be deterred by a technicality.—Reuter.

No Government in China.

London, Yesterday.
Replying to a question in the House of Lords this evening, Lord Cusendun, the British representative on the Council of the League of Nations, said that Sir Austen Chamberlain, the Foreign Secretary, had not allowed the state of affairs in China to go for so long without considering whether the League of Nations could take any part in bringing about peace. But there was no such thing as a government in China. The Nanking Political Committee had addressed a telegram to the Secretary-General at Geneva but the Political Committee was not a member of the League of Nations.—British Wireless Service.

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MR. LI HON FUN begs to state that he has been a teacher of Chinese to European Officers and Merchants in Hong Kong for more than twenty years, that he has had considerable experience in training students for examinations in Chinese, and holds first-class certificates. Persons wishing to study the Chinese language are requested to communicate with him at No. 104, Praya East, first floor. Terms moderate.

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PUBLIC AUCTION.

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of Sale by Public Auction to be held on **MONDAY, the 21st day of May, 1928, at 3 p.m.**, at the Office of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Shamshuipo in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1853, with the option of renewal at a Rent to be fixed by the Surveyor-General His Majesty the King, for one further term of 24 years less three days.

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NOTICES.**NOTICE.**

WE have THIS DAY authorised Mr. G. U. da ROZA and Mr. L. A. da ROCHA to sign our firm jointly per procurator.
J. M. DA ROCHA & CO.
Hong Kong, 15th May, 1928.

HONG KONG JOCKEY CLUB.**NOTICE.**

Subscription Griffin 1928/1929.

LISTS are now open for Members to subscribe for Subscription Griffin for season 1928/1929 and have been posted at the Race Course, Stables (Causeway Bay) Hong Kong Club, and Secretary's Office.

By Order,
H. R. FORSYTH,
Acting Secretary.
Hong Kong, 15th May, 1928.

**UNION INSURANCE SOCIETY
OF CANTON, LTD.****NOTICE TO SHAREHOLDERS.**

NOTICE IS HEREBY GIVEN that the FIFTY-FIFTH ORDINARY YEARLY MEETING of the Society will be held at the Head Office, Union Building, Hong Kong, on **FRIDAY, 25th May, 1928, at 11 o'clock a.m.**, for the purpose of receiving the Report of the Directors and the Statements of Account to 31st December, 1927, and of declaring Dividends, etc. The TRANSFER BOOKS of the Society will be CLOSED from 9th MAY to 25th MAY, both days inclusive.

By Order of the Board,
PAUL LAUDER,
General Manager.
Hong Kong, 1st May, 1928.

**THE CHINA FIRE INSURANCE
COMPANY, LTD.****NOTICE TO SHAREHOLDERS.**

NOTICE IS HEREBY GIVEN that the FIFTY-NINTH ORDINARY YEARLY MEETING of the Company will be held at its Head Office, Union Building, Hong Kong, on **FRIDAY, 25th May, 1928, at 11.15 a.m.** for the purpose of receiving the Report of the Directors and the Statements of Account to 31st December, 1927, and of declaring Dividends, etc. The TRANSFER BOOKS of the Company will be CLOSED from 9th MAY to 25th MAY, both days inclusive.

By Order of the Board,
PAUL LAUDER,
General Manager.
Hong Kong, 1st May, 1928.

**BRITISH TRADERS' INSURANCE
COMPANY, LTD.****NOTICE TO SHAREHOLDERS.**

NOTICE IS HEREBY GIVEN that the SIXTY-SECOND ORDINARY YEARLY MEETING of the Company will be held at its Head Office, Union Building, Hong Kong, on **FRIDAY, 25th May, 1928, at 11.20 a.m.** for the purpose of receiving the Report of the Directors and the Statements of Account to 31st December, 1927, and of declaring Dividends, etc. The TRANSFER BOOKS of the Company will be CLOSED from 9th MAY to 25th MAY, both days inclusive.

By Order of the Board,
PAUL LAUDER,
General Manager.
Hong Kong, 1st May, 1928.

LAMMERT BROS.

**AUCTIONEERS, APPRAISERS
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Public Auctions.

THE Undersigned have received instructions to sell by Public Auction

SATURDAY, the 19th May, 1928,
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40000 Knitting Needles
24 Cases Knitting Machines
9 Fabre Trunks
2 Parcels Imitation Silk Thread
1 Case Soap
6 Cases Disc Soaps
5 Bales 1/40s—Silk Noll Yarn
1 Case Artificial Silk Knitted Fabric
15 Cases Fish (Chinchards) in Oil
2 Cases Alarm Clocks
Terms:—Cash on Delivery.
LAMMERT BROS.,
Auctioneers.

REFUSE TO PAY!**LATEST PLAN FOR
THE I.L.P.**

\$25,000,000 A YEAR.

The Independent Labour Party at its conference at Norwich decided in favour of a 6-hours day for miners, and adopted the surtax and the capital levy as part of the party's programme.

The 6-hours day, with a guaranteed weekly wage, proposal was embodied in a resolution brought forward by the national committee. It was moved by Mr. R. C. Wallhead, M.P. for Merthyr, who earlier in the proceedings had failed to obtain re-election to the National Administrative Council. Mr. Shinwell, M.P., said a 6-hours day was an economic proposition, but it would be necessary, first of all, to return to a 7-hours day. It might require twenty, or even thirty, million pounds to put the industry on its feet.

The resolution was carried and the Scottish Divisional Council then moved an addition to it, providing that mine workers should have a 6-hours day as the first step of the next Labour Government in dealing with the mining question. Mr. Gilbert Hall (Nottinghamshire), supporting, said that if Mr. Shinwell had made the speech he had made that morning in Nottinghamshire the I.L.P. would be damned throughout the coalfield. Such a trimming speech was about the limit.

There was some uproar, and Mr. Shinwell, intervening, said the suggestion of a 7-hours day was a temporary measure.

The addition was made to the resolution.

\$25,000,000 Not Enough.

Mr. Fred Tate, moving an amendment to the surtax proposal on behalf of the North-East Divisional Council, said that they, in the north-east of England, considered that the surtax was unnecessary, and only complicated the taxation question. The use of the surtax to reduce the national debt was like using a pea to shoot down an elephant. What, he asked, was the use of \$25 millions a year to meet the programme of the I.L.P.? That would not finance the needs of unemployment. It was a red herring.

If the capital levy was not sufficient to reduce the national debt there were alternatives. The I.L.P. would have to consider the proposal of repudiating the national debt. Every bankrupt repudiated his debts. The country was in a worse state of bankruptcy than any person, and therefore, there was nothing wrong in the nation repudiating its national debt.

Mr. Lees Smith, M.P. for Keighley, opposed the amendment because it entailed the repudiation of the national debt. About half the debt, he said, was held, not by the rich, but by trustees, insurance companies and the like. By what principle of justice were they going to defend confiscation.

The amendment was defeated, and a resolution that all money received from the surtax should be applied to meet increased expenditure on social services, was carried on a card vote by 185,000 to 155,000.

BIGGEST EVER.

**LARGEST AND TALLEST
FLOWER IN P.I.**

What is considered to be the largest and tallest flower ever collected in the Philippines has been discovered by the bureau of agriculture. The specimen is on display at the central office. It measures about eight feet in height. It is classified by the bureau's horticulturists as belonging to the calla lily family. It has a very strong odour, and is called scientifically as "Amorphocallus rivieri."

This flower was discovered by P. J. Wester, horticulturist of the bureau, who brought it to Manila from Butak Mountain Province. Mr. Wester recently arrived from Baguio where he went to study native plant life as well as to discover new varieties of fruits and food crops in the Northern mountains. This trip was made in connection with the survey which the bureau will soon conduct throughout the islands in order to discover new and improved varieties of fruits and plants, it was stated.

**LADIES!
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EMBARRASSED BY
PIMPLES.**

Pimples and all skin diseases are easily cured by "Poo On" Chinese Herb treatment.
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RAPID HEADWAY.**ANTI-JAPANESE FEELING
IN WUHU.**

CHINESE CHAMBER'S VIEW.

The anti-Japanese campaign is making rapid headway in Hankow, with all the public organisations joining the protest against the dispatch of Nippon troops to Shantung, says the "Hankow Herald." A few days ago, another mass meeting was held at the New World under the leadership of the Propaganda Committee of the Central People's Association. The meeting adopted a number of new slogans attacking the Japanese Government and passed a resolution for severing economic relations with Japan.

Many circular telegrams have been issued by the various official and business organisations in Wu-Han denouncing the Japanese policy in China and urging the Nationalist Government to sever economic relations with Japan. The Chinese Chamber of Commerce is manifesting unusual enthusiasm in directing the movement, the leading merchants declaring they will give every support to the Government to fight against the Japanese "aggression."

Circular Telegram.

The following is the circular telegram sent out by the Chamber—

"While our revolutionary forces are winning victory after victory in Shantung and are getting near Peking, the aggressive Tanaka Cabinet decided to send troops to Shantung again. This aggressive policy of Tokyo is of course against the wishes of the Chinese people and is an encroachment upon our sovereignty and territorial rights. When the news reached us, we became very much indignant and decided at once to give every support to our Government to fight against this act of aggression. We, the Chinese merchants of Hankow, earnestly request the Government to lodge a vigorous protest with the Japanese Government and we will continue our anti-Japanese movement until the Japanese troops are withdrawn. (Signed) the Hankow Chamber of Commerce."

Another Manifesto.

The Wu-Han Diplomatic Committee has also issued a manifesto scoring the Japanese for dispatching troops to Shantung to deliberately undermine the Chinese Nationalist Revolution. The message says in part: "Against the principles of righteousness and justice the Tanaka Cabinet has dared to send troops again to Shantung to occupy our important strategic points and to open up the pretext of protecting Japanese nationals. The object really is to assist the Fengtien and Shantung warlords in the latter's final attempt to halt the Nationalist advance on Peking. In the name of protection to own nationals, the Tokyo Cabinet is actually encroaching upon our sovereign rights, violating our peace and interfering with our internal affairs. The insult is great. General Chiang Kai-shek has repeatedly assured the foreign Powers that the Nationalist authorities will give protection to all foreign nationals in the war zones. Despite this, the Japanese claim that their own troops must be sent to protect their nationals. We are too familiar with the Japanese aggressive policy and we must all rise this time to fight against it."

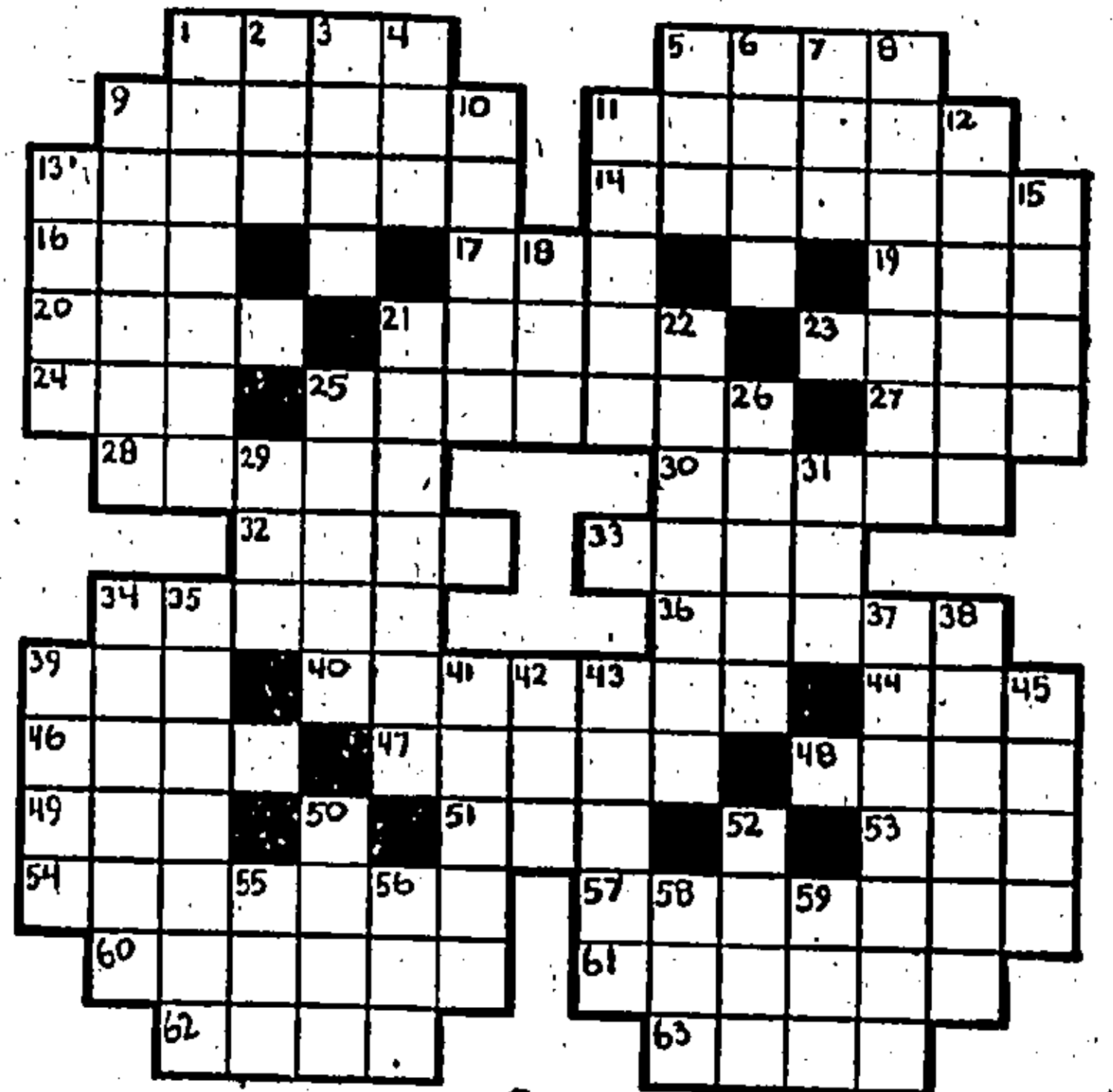
HONG KONG HOTEL VISITORS.

May 14, 1928.

Mr. and Mrs. J. Arellano, Mr. H. J. Anderson.
Messrs. A. M. Birchall, D. M. Barry, Mr. and Mrs. J. W. Barr.
Messrs. Chauviere, E. J. Carmichael, C. W. Cumming, Mr. and Mrs. J. D. Carriere and children.
Messrs. H. G. Dehn, A. Dittelsheim.
Messrs. F. L. Fern, C. J. Ferguson, Mr. and Mrs. G. W. Fiske, Mr. and Mrs. R. P. Francis, Misses Foster—Mrs. Foster.
Messrs. E. Garcia, R. Grimshaw.
Messrs. A. F. Henry, H. Hildebrandt, Capt. T. Horn.
Mr. H. L. Jackman, Mr. and Mrs. A. Joyce.
Mr. F. Kulka.
Mr. W. Luthy, Mr. and Mrs. V. Langbank, Dr. H. L. Larson and children, Mr. and Mrs. C. F. D. Lippincott.
Mr. J. F. Moagdenberg, Dr. P. J. McKay.
Mr. J. S. Nicholson.
Mrs. A. S. Perkins.
Messrs. W. J. Roberts, F. L. Reed, Mr. and Mrs. T. Carr Ramsay, Mr. H. G. Raymond, Mr. E. O. Rutherford.
Mrs. S. Scholer.
Mr. and Mrs. C. H. Tarrant.
Messrs. G. W. Wraga, W. E. Watmough, C. Wiga.

DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



©THE INTERNATIONAL SYNDICATE.

- | | | |
|------------------------------------|-------------------------------------|----------------------------------|
| HORIZONTAL | HORIZONTAL (Cont.) | VERTICAL (Cont.) |
| 1—Upper portion of a hill | 47—Ribbon for binding hair (Scotch) | 16—Queen of Carthage |
| 2—Halt | 48—Inhabitant of Denmark | 17—Main vein of a leaf |
| 3—Shone with dazzling light | 49—Transportation routes (abbr.) | 21—Customs |
| 4—Backbones | 51—Pronoun | 22—Cut off |
| 5—Sleep | 52—Seed covering | 23—Huge man |
| 6—Narrowed to a point | 54—Withdraws from active life | 24—Allude |
| 7—Fuelled metal | 57—Place of amusement | 25—Buale |
| 8—Time-period | 60—Pertaining to old age | 26—Musical term, as it stands |
| 9—102 (Roman) | 61—Valuable fur (pl.) | 27—Clergy of a cathedral |
| 10—Unites | 62—Unable to hear | 28—Highest trump cards in bridge |
| 11—Pests | 63—Principal actor | 29—German title of respect |
| 12—Repair | | 30—Plant yielding aniseed |
| 13—Insect | | 31—Kitchen utensil |
| 14—One who makes wagers | | 32—Erect supporting timber (pl.) |
| 15—Prefix meaning "new" | | 33—Sum. Footed |
| 16—Exhaust | | 34—Melody for single voice |
| 17—Gives fixed right of possession | | 35—Obligation |
| 18—Humid | | 36—Feminine suffix |
| 19—Dextrose | | 37—Mischievous sprite |
| 20—Small rock | | 38—Possesses |
| 21—Stretch forth | | 39—Gulf State (abbr.) |
| 22—Chop | | |
| 23—One who captures animals | | |
| 24—To leap over | | |
| 25—Wicked | | |

(The solution of the above cross-word puzzle will appear in to-morrow's issue along with a new cross-word puzzle.)

6FT. POLICEMEN.

**THE CITY RESTORES ITS
HEIGHT.**

Six feet is again the minimum height for recruits to the City Police Force.

The force, whose physique was for long the pride of London and of Londoners throughout the world, lost for a brief period its reputation for possessing only men of a height of 6ft. in its ranks. Men of 5ft. 10in. were admitted when the supply of recruits fell off following an equalisation in the rates of pay throughout the country.

Previously the City Police had been paid a slightly higher rate of pay than even the Metropolitan Police. Now the supply of recruits considerably exceeds the demand.

YESTERDAY'S SOLUTION.

LEND, JAM, FIST
INDITE, EDITOR
MC, MARINER, LO
BAH, SKATE, LET
MASTS, IDIOM
SPREE, ROSTAND
O, ME, BAN, ADI
WHORLED, FLING
INSET, PAYNE
DAY, VITAL, GET
ET, HEROISM, DO
FUTILE, NEARLY
ISIS, DOT, TEES

Hoax: "I thought you said that fellow was a musician?"
Joax: "Nonsense!"
Hoax: "You certainly told me he wrote melodies!"
Joax: "I told you he was a composer of heirs—he sells soothing syrup."

THE HONG KONG DOLLAR DIRECTORY

Hong Kong's most Accurate, and
Cheapest Directory

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THE HONGKONG DOLLAR DIRECTORY CO.

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KELLY & WALSH. **AH YAU—(H.K. Ferry Wharf).**
LEE YEE—(D'Agulhar St.) **AH YAU—(Peak Tram Station).**
KOWLOON WHARF. **HUNG CHEONG—(Kowloon).**

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M/V "GREYSTOKE CASTLE" Sails on/or about 28th June.

LLOYD TRIESTINO

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REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE
TAKING CARGO ON THROUGH BILLS OF LADING TO
GENOA ALL ITALIAN, ADRIATIC, LEVANT, BLACK
SEA AND DANUBE PORTS.
REDUCED PASSAGE RATES.

BRINDISI, VENICE & TRIESTE £72.10.0
LONDON £80.0.0.

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE & MOJI.
From Hong Kong.

M/V "VIMINALE" Sails on/or about 24th May.
M/V "ESQUILINO" Sails on/or about 21st June.
M/V "ROMOLO" Sails on/or about 19th July.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE.
From Hong Kong.

M/V "REMO" Sails on/or about 3rd June.
M/V "VIMINALE" Sails on/or about 26th June.
M/V "ESQUILINO" Sails on/or about 24th July.

NATAL LINE OF STEAMERS

FROM CALCUTTA & COLOMBO TO
SOUTH AFRICAN PORTS.

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N.Y.K. LINE

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£8440, £8420, via Japan and Seattle.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

* SIBERIA MARU Thursday, 15th May.
TAIYO MARU Tuesday, 20th May.
TENYO MARU Tuesday, 12th June.

* Calls Keelung.

LONDON via Singapore, Suez, Marseilles & Ports.

HAZAKI MARU Saturday, 19th May.

HAKUSAN MARU Saturday, 2nd June.

KITANO MARU Saturday, 16th June.

SYDNEY & MELBOURNE via Manila & Ports.

MISHIMA MARU Wednesday, 23rd May.

TANGO MARU Wednesday, 20th June.

HOMBAI via Singapore, Penang, & Colombo.

* MOJI MARU Sunday, 27th May.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles.

Mexico & Panama.

RAKUYO MARU Thursday, 31st May.

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.

WAKASA MARU Saturday, 9th June.

NEW YORK and/or BOSTON via PANAMA.

* FUJI MARU Wednesday, 13th June.

LIVERPOOL via Singapore, Colombo, Port Said & Ports.

* TOYOOKA MARU Wednesday, 23rd May.

CALCUTTA via Singapore, Penang & Rangoon.

* CEYLON MARU Saturday, 19th May.

NAGASAKI, KOBE & YOKOHAMA.

TANGO MARU Friday, 18th May.

SHANGHAI, KOBE & YOKOHAMA.

* MITO MARU (Calls Moji) Saturday, 19th May.

* GENOA MARU Sunday, 20th May.

* NAGANO MARU (Moji direct) Saturday, 20th May.

KANO MARU Tuesday, 20th May.

* Cargo only.

Subject to alteration without notice.

For further information apply to—NIPPON YUSEN KAISHA.

Tel. Central No. 292 (Private exchange to all departments.)

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore.

Colombo, Suez and Port Said.

ANDES MARU Tuesday, 5th June.

NO DE JANSIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore.

Colombo, Durban & Cape Town.

SANTOS MARU Friday, 25th May.

MANILA MARU Saturday, 30th June.

BOMBAY—Via Singapore and Colombo.

SUMATRA MARU (Calls at Penang) Sunday, 20th May.

CELESTES MARU Sunday, 3rd June.

INDUS MARU Wednesday, 20th June.

DURBAN, DELAGOA BAY, BEIRA, DAR-ES-SALAAM, ZANZIBAR AND

MOMBASA—Via Singapore and Colombo.

CHICAGO MARU Friday, 1st June.

CALCUTTA—Via Singapore, Penang and Rangoon.

KASADO MARU Friday, 25th May.

TACOMA MARU Monday, 25th June.

VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Shanghai and

Japan ports.

AFRICA MARU (from Shanghai) Thursday, 21st May.

HAIPHONG—Via HOIHOW & PAKHOI.

MENADO MARU Friday, 25th June 10 a.m.

NEW YORK—Via Japan ports, San Francisco & Panama.

JAPAN TOYOS.

HEIYO MARU Friday, 25th May.

KEELUNG—Via SWATOW & AMOY.

HOZAN MARU Sunday, 20th May noon.

TAKAO—Via SWATOW & AMOY.

DELI MARU Thursday, 17th May noon.

TAKAO & KEELUNG.

SOURABAYA MARU Wednesday, 6th June.

For further particulars please apply to—OSAKA SHOSEN KAISHA.

Tel. Central No. 468, 469.

**SHIPPING SECTION.****COASTAL MOVES.****CHANGES IN SHIPS' PERSONNEL.****MR. D. SMITH RETIRES.**

Mr. C. E. Cleaver, third officer, "Anking," has gone second officer, "Fatsan."

Mr. D. C. Cameron, second officer, "Fatsan," is on reserve.

Mr. W. Hood, from reserve, has gone third officer, "Anking."

Captain W. Lumsden, of the "Suiyang," is on reserve.

Mr. J. Whyte, sup'y chief officer, "Hsin Peking," has gone chief officer, "Kanchow."

Mr. A. Stephenson, chief officer, "Liangchow," has gone chief officer, "Chinkiang."

Mr. J. Major, sup'y second officer, "Hsin Peking," has gone second officer, "Tungchow."

Mr. R. Allinson, chief officer, "Kanchow," has gone chief officer, "Liangchow."

Mr. E. Swan, sup'y second officer, "Hsin Peking," has gone second officer, "Fengtien."

Mr. J. W. Evans has been appointed second officer, "Ichang."

Mr. A. S. Lewis has been appointed second officer, "Taming."

Mr. S. E. Ries has been appointed sup'y second officer, "Taming."

Mr. R. B. C. Lee has been appointed sup'y second officer, "Hsin Peking."

Mr. J. McKelvie, chief officer, "Chinkiang," has gone chief officer, "Chenan."

Mr. A. Taylor, chief officer, "Chenan," has gone sup'y chief officer, "Hsin Peking."

Mr. D. Needham, second officer, "Ichang," has gone second officer, "Tungtung."

Mr. W. C. Thomas, from reserve, has gone chief officer, "Szechuen."

Mr. E. Penhale, chief officer, "Szechuen," has gone sup'y chief officer, "Taming."

Mr. J. Hodgkies, chief officer, "Nanchang," is deceased.

Mr. F. C. Dart, third engineer officer, "Chenan," has resigned.

Mr. W. D. Williams, acting third engineer officer, "Suiyang," has gone third engineer officer, "Chenan."

Mr. E. Sweet has been appointed third engineer officer, "Suiyang."

Mr. G. Boulton, from Home leave, has gone second engineer officer, "Antung."

Mr. L. A. MacFarlane, second engineer officer, "Antung," has gone second engineer officer, "Suiyang."

Mr. K. Logan, chief engineer officer, C.N. Co., is on Home leave, pending retirement.

Mr. R. W. Martin has been appointed acting third engineer officer, "Nanning."

Mr. W. S. Sharp, third engineer officer, "Nanning," has gone sup'y third engineer officer, "Hsin Peking."

Mr. G. Stewart, acting chief engineer officer, "Ngankin," has gone acting chief engineer officer, "Nanning."

Mr. J. Baxter, chief engineer officer, "Nanning," has gone chief engineer officer, "Ngankin."

Mr. R. K. Burns, chief engineer officer, "Chekiang," has gone chief engineer officer, "Sinkiang."

Mr. R. H. Brown, chief engineer officer, "Sinkiang," is on reserve.

Mr. R. Carruthers, second engineer officer, "Taming," has gone acting chief engineer officer, "Chekiang."

Mr. J. B. Barclay, chief engineer officer, "Shuntien," is on reserve.

Mr. J. A. Anderson, second engineer officer, "Chungking," has gone acting chief engineer officer, "Shuntien."

Mr. W. W. Armes has been appointed sup'y second officer, "Tuckwo."

Mr. A. Cameron, chief officer, "Pingwo," is on Home leave.

Mr. G. Clarke, from Home leave, has gone chief officer, "Pingwo."

Captain H. W. Chandler, from reserve, has gone master, "Yat-shing."

Captain A. Sinclair, of the "Yat-shing," is on reserve.

Mr. R. W. Draney, from reserve, has gone sup'y second officer, "Fausang."

Mr. L. G. Merry, sup'y second officer, "Fausang," has gone sup'y second officer, "Walshing."

Mr. G. Boyle, from reserve, has gone second officer, "Chaksang."

Mr. A. Robertson, second officer, "Chaksang," has gone second officer, "Kutwo."

Mr. R. M. Sangster, from reserve, has gone acting chief engineer officer, "Chaksang."

Mr. D. B. Ritchie, chief engineer officer, "Chaksang," has gone chief engineer officer, "Kutwo."

Mr. D. Smith, chief engineer officer, "Kutwo," has retired.

"Shipping and Engineering."

U.S. LOAD LINE BILL.**INTERNATIONAL CONFERENCE PARTICIPATION.****WHY IT SHOULD BE PASSED.**

The need for the passage by Congress of the pending Load Line Bill as a preliminary to participation by the United States in the international conference on the safety of life at sea, which the British Government advocates holding in London next autumn, is pointed out by Mr. David Arnott, chief surveyor of the U.S. Bureau of Shipping, in an article appearing in the bulletin, the official publication of the bureau.

Summing up the benefits derived from the previous conference of 1913-1914, which was brought about by the loss of the "Titanic" in collision with an iceberg, and which resulted in the adoption in 1914 by the leading maritime nations of the "Convention for the Safety of Life at Sea," Mr. Arnott points out that several important questions, such as sub-division of ships, were left for future study and agreement.

Conference Not a Failure.

"The war occurring so shortly afterward," he states, "made it impossible for the convention to be ratified by all the signatory powers. As a matter of fact, it has not been brought into force completely as a convention in any maritime country, although parts of it have been adopted and put into force by individual States."

"Although such is the case, it must not be inferred that the conference was in any way a failure. On the contrary, the convention is a landmark in the history of merchant shipping, and has had a far-reaching effect on the design of seagoing passenger ships built since 1914."

Public-Spirited Owners.

"Even, although the convention has not been ratified by the United States and only certain parts of the regulations, such as the requirements for life-saving appliances, have been adopted and enforced by law, public-spirited owners and responsible naval architects have not ignored the convention, with the result that the majority of passenger ships recently built in this country, including such fine examples of the shipbuilder's art as the new liners 'Malolo,' 'California,' 'Shawnee,' and 'Iroquois,' are substantially in accordance with their standards of safety laid down by the London conference."

Ice Patrol.

The North Atlantic ice patrol carried on by the United States Coast Guard on behalf of the other maritime nations, the transmission of information concerning ice and derelicts and wind, weather and sea conditions, sub-division of passenger ships, regulation of number and strength of watertight bulkheads, provision for fire bulkheads, and an adequate number of lifeboats and rafts, installation of radio telegraph equipment and the issuance of safety certificates based on careful inspection and survey of passenger ships, are mentioned among the beneficial results of the conference of 1913-1914.

"The question of international freeboard regulations was not discussed at the conference," Mr. Arnott points out, "in view of the expressed intention of the British Government to call a special conference for the discussion of the load line question at some later date."

Changed Conditions.

"Since the date of the last conference conditions have changed considerably, very valuable experience having been gained in the working of the convention regulations in all the maritime countries, and it is now generally admitted that if there is to be an international standard changes in the convention of 1914 will be necessary. Compliance with convention requirements has meant a considerable increase in construction costs, and economic consideration alone would make one hesitate to suggest a relatively higher legal safety standard for U.S. passenger ships. Enlightened public opinion will, however, demand that U.S. passenger ships be provided with sub-division, safety appliances, &c., at least as effective as the ships of other maritime nations."

Sub-division.

"Emphasis must also be placed upon the fact that sub-division regulations and stability regulations are worthless unless means are taken to insure that ships in service are not loaded beyond their maximum designed drafts. 'Acceptance by this country of any international regulations for the safety of life at sea will therefore be in effect acceptance of the principle of a compulsory load line for all ocean-going vessels and this

fact constitutes another sound reason why the load line bill should be passed by Congress at the earliest possible date."

Merchants' In Favor.

A New York message reads:—Asserting that the establishment and enforcement of a U.S. load line would be to the interest and for the protection of U.S. shipping, shippers and insurance interests, the Merchants' Association have written to Senator Wesley Jones, chairman of the Senate Committee on Commerce, urging the enactment, with some changes of S. 1731, which was introduced by Senator Jones and which provides that load lines be established for cargo vessels of 250 gross tons and over with penalties for overloading and for concealment or defacement of load line marks.

Proposed Legislation.

In a report upon the proposed legislation, made by the association's maritime committee, it is pointed out that for many years all other leading maritime countries have enforced, with beneficial results to themselves, a load line, and that objections to bringing the United States into conformity are limited to unscrupulous persons desiring to load vessels beyond the limit of safety.

Changes in the bill, as advocated by the association, comprise provisions permitting coastwise and intercoastal vessels to be more deeply laden than those in the deep sea trade and for the appointment by the Secretary of Commerce of a committee of representatives of steamship owners, marine insurers, ship classification societies and technical experts to advise and assist him in preparing load line regulations.

MOVEMENT OF STEAMERS.

The B.I. s.s. "Santha" left Singapore for this port on May 12 p.m., and is due here to-day.

The P. & O. s.s. "Lahore" left Shanghai for this port on May 15 at noon with the mails, and is due here on May 19 at about 6 a.m.

The P. & O. s.s. "Mirzapore" left Singapore for this port on May 14 at 2 p.m., and is due here on May 20 at about 5 p.m.

The P. & O. s.s. "Devanha" left Singapore for this port yesterday noon, and is due here on May 21 at about 6 a.m.

The Ben Line s.s. "Benvorlich" from Middlesbrough, Antwerp, London, Straits and Philippines is due to arrive here on May 23.

The Swedish East Asiatic Co. M.V. "Rankine" left Hamburg on April 14 and is due here on or about May 25.

The C.P.S. R.M.S. "Empress of Asia" (Capt. A. J. Hailey, R.N.R.) is due here on May 28 at 8 a.m., and will berth at Pier No. 5, Kowloon Wharf. She will leave here for Victoria and Vancouver, B.C., via Shanghai, Nagasaki, Kobe and Yokohama on May 30 at noon.

The M/V "Agra" (Swedish East Asiatic Co., Ltd.), left Antwerp on May 7, and is due here on or about June 16.

AMERICAN AUSTRALIA ORIENT LINE.

Operated for
U. S. Shipping Board
By SWAYNE & HOYT, INC.
FOR SAN FRANCISCO & LOS ANGELES.
S.S. "WEST IVAN" May 27
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SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.
UNITED KINGDOM & CONTINENT **ELLERMAN LINE**
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S.S. "CITY OF CARLISLE" Marseilles, Havre, London, Rotterdam, & Hamburg 24th June.
S.S. "CITY OF BEDFORD" Havre, London, Rotterdam & Hamburg 25th July.

BOSTON, NEW YORK & BALTIMORE **AMERICAN & MANCHURIAN LINE**
S.S. "CITY OF NEWCASTLE" via Suez Canal 15th June.
S.S. "CITY OF OSAKA" via Suez Canal 13th July.

ALSO AGENTS FOR
ANDREW WEIR & CO.

SERVICES TO
BOSTON AND NEW YORK **AMERICAN & ORIENTAL LINE**
S.S. "FORRESTER" via Suez Canal 6th July.

MAURITIUS & SOUTH AFRICA **ORIENTAL AFRICAN LINE**
S.S. "TINHOW" End of July.

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Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chinde, Inharrine, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and Madagascar.
For freight or passage on any of the above lines apply to—
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THE BANK LINE, LTD.

CANADIAN PACIFIC**QUICKEST TIME ACROSS THE PACIFIC. TO VICTORIA & VANCOUVER.**

SAILINGS 1928.					
STEAMERS	Hong Kong	Shanghai	Kobe	Yokohama	Vancouver
EMPERESS OF ASIA	Leave	Leave	Leave	Leave	Arrive
EMPERESS OF CANADA	May 30	June 2	June 5	June 7	June 10
EMPERESS OF RUSSIA	June 13	June 16	June 19	June 21	June 24
EMPERESS OF ASIA	July 4	July 7	July 10	July 12	July 15
EMPERESS OF CANADA	July 18	July 21	July 24	July 26	Aug. 4
EMPERESS OF RUSSIA	Aug. 8	Aug. 11	Aug. 14	Aug. 16	Aug. 25
EMPERESS OF ASIA	Aug. 29	Sept. 1	Sept. 4	Sept. 6	Sept. 15
EMPERESS OF CANADA	Sept. 12	Sept. 15	Sept. 18	Sept. 20	Sept. 29
EMPERESS OF RUSSIA	Oct. 3	Oct. 6	Oct. 9	Oct. 11	Oct. 20
	Oct. 24	Oct. 27	Oct. 30	Nov. 1	Nov. 10

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai)

SPECIAL FARES TO EUROPE

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HONG HONG—MANILA SERVICE.

Leave	Arrive		Leave	Arrive
Hong Kong	Manila		Manila	Hong Kong
June 5	June 7	EMPERESS OF CANADA	June 8	June 10
June 28	June 28	EMPERESS OF RUSSIA	June 29	July 1

P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).
MAIL AND PASSENGER STEAMERS.

TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S. S.	Tons	From Hongkong About	Destination
ILAHORE	5,252	19th May	M'les, L'don, A'werp, R'dam & H'burg
KIDDERPORE	5,334	22nd May	Straits, Colombo, Bombay & Karachi.
MALWA	10,986	28th May	Bombay, Marseilles & London.
JALPORE	5,273	31st May	Straits, Colombo & Bombay.
JEYPORE	5,312	2nd June	M'les, L'don, A'werp, R'dam & H'burg
DELTA	8,097	9th June	Bombay, Marseilles, L'don & A'werp
MINZAPORE	6,715	19th June	Straits & Bombay
RANPURA	16,091	23rd June	Bombay, Marseilles & London.
NOVARA	6,989	30th June	Marseilles, London, Antwerp, Hull, Rotterdam & Hamburg.
KEYDER	9,114	7th July	Marseilles, London, Antwerp & Hull.
RAWALPINDI	16,019	21st July	Bombay, Marseilles & London.
NANKIN	7,058	28th July	M'les, L'don, A'werp, R'dam & H'burg
KASHMIR	8,985	4th Aug.	Marseilles, London & Antwerp.
RAJPUTANA	16,568	18th Aug.	Bombay, Marseilles & London.
NALDERA	16,088	1st Sept.	Bombay, Marseilles & London.
KALYAN	9,144	15th Sept.	Marseilles, London & Antwerp.

*Cargo only. *Calls Ceylon.
Frequent connection from Port Said for Passengers and Cargo to
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BRITISH INDIA-APCAR SAILINGS.

*HATIPARA	7,784	19th May	S'pore, Penang, Rangoon & Calcutta.
TALMA	10,000	26th May	Singapore, Penang & Calcutta.
TAKLIVA	7,930	4th June	Singapore, Penang & Calcutta.

B.I. Apcar Line steamers have excellent accommodation for 1st
and 2nd class passengers. All steamers are fitted with wireless and
carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

TANDA	6,956	1st June	Manila, Sandakan, Thursday Island,
ST. ALBANS	4,500	29th June	Townsville, Brisbane, Sydney &
ARAFURA	6,000	3rd Aug.	Melbourne.

Regular monthly sailings from Hong Kong to Japan and Hong Kong to
Australia.

The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Hilo, Cebu,
Kohabigan, Tawao, Timor, Darwin, or other ports en route as inducement
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The P. & O. Branch Service of steamers to London via the Cape.

The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

SANTHIA	6,715	20th May	Amoy, Moji, Kobe & Osaka.
*MINZAPORE	6,715	21st May	Shanghai, Moji & Kobe.
*DEVANHA	8,155	22nd May	Shanghai, Kobe, Osaka & Yokohama.
RANPURA	16,091	25th May	Shanghai, Kobe & Yokohama.
TILAWA	10,000	2nd June	Amoy, Moji, Kobe & Osaka.
*NANKIN	7,058	5th June	Shanghai, Moji, Kobe & Yokohama.
ST. ALBANS	4,500	5th June	Moji, Kobe, Osaka & Yokohama.
TAKADA	8,949	5th June	Amoy, Moji, Kobe & Osaka.
KHYBER	9,114	8th June	Shanghai, Moji, Kobe & Yokohama.
TALANBA	8,018	17th June	Amoy, Moji, Kobe & Yokohama.
RAWALPINDI	16,019	22nd June	Shanghai, Tsingtao, Wei Hai Wei, Kobe & Yokohama.
*NELLORE	6,853	3rd July	Shanghai, Moji, Kobe & Yokohama.
KASHMIR	8,985	6th July	Shanghai, Moji, Kobe & Yokohama.
ARAFURA	6,000	10th July	Moji, Kobe, Osaka & Yokohama.
RAJPUTANA	16,568	20th July	Shanghai, Moji, Kobe & Yokohama.
KALYAN	9,144	3rd Aug.	Shanghai, Moji, Kobe & Yokohama.
TANDA	6,956	7th Aug.	Moji, Kobe, Osaka & Yokohama.

*Cargo only.

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

*Passengers for Rangoon must defray their own Hotel expenses at
Singapore while awaiting the on-carrying steamer.

All cabins are fitted with Electric Fans free of charge.

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SAILINGS FROM HONG KONG.

S.S. ADASTUS	Via Suez Canal	4th June.
S.S. "CITY OF NEWCASTLE"	Via Suez Canal	15th June.
S.S. "HELENUS"	Via Suez Canal	29th June.

Steamers proceed via Suez Canal or Panama Canal at Owners' Option.

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BROKERS' DUTIES.

ARRANGING A CHARTER-PARTY.

FREIGHT SPECULATION.

A witness in an action in the Commercial Court of the King's Bench Division was severely criticised by Mr. Justice Roche in the course of his judgment. The action raised a question as to the duties of brokers in arranging a charter-party. Messrs. S. C. Cattel and Co., Ltd., of Great St. Helens, London, were sued by Dampskibsselskab Hella, of Denmark, for damages for alleged negligence as brokers in relation to the chartering of plaintiff's steamer "Oddeund" on April 30, 1927.

Defendants denied any breach of duty.

Mr. H. I. P. Halliott, instructed by Messrs. Wm. Crump and Son, was for the plaintiffs, and Mr. Malcolm Hilbery, instructed by Mr. Henry Snowman, was for the defendants.

Plaintiffs' case was that by cables and letters which passed between their agent and defendants, defendants represented that they were in a position to effect on behalf of plaintiffs a charter of the steamer "Oddeund" for a cargo of timber from Yxilla to King's Lynn, Norfolk.

Plaintiffs accepted their offer to effect the charter, which, however, was not carried out, and they claimed to have lost profit in consequence. It was not until they received copies of the charter party that plaintiffs learned that it was between their agents and a Mr. T. P. Watkins, who was employed in defendants' Baltic department and they alleged that defendants had committed a breach of duty in not taking reasonably sufficient steps before offering the charter to ascertain whether the proposed charterer was a person of good financial standing.

Mr. Watkins, they alleged, was, to the knowledge of the defendants, a person to whom the charter could not be prudently effected, and plaintiffs were entitled to know this.

Judgment for Plaintiffs. Defendants denied the allegations, and pleaded that by taking reasonable steps they could have ascertained that Mr. Watkins was a person such as alleged.

Evidence having been given by Mr. Treascombe Piercy Watkins and Mr. Selman Cattel, director of the defendant company, Mr. Justice Roche gave judgment for the plaintiffs, with costs.

The defendant company, said the judge, was mainly directed and controlled by Mr. Selman Cattel, whose evidence his lordship did not accept when he sought to excuse his conduct. The only part of the witnesses' evidence that was reliable was when he said he was heartily ashamed of the transaction regarding the "Oddeund," and his lordship was not surprised. The facts were Mr. Watkins was a sort of part commission man in defendants' office, and he managed the chartering department concerned with the trade.

Entirely Without Means. In 1925, with the knowledge and assent of Mr. Cattel, Mr. Watkins resolved to be not merely a broker, but himself a charterer, to speculate in freights. He was entirely without means, his only possible resource being an appeal to his mother, who had a few hundreds of pounds of capital. Upon that basis speculations in freights were indulged in, which although few in number were substantial in quantum.

Mr. Cattel, whose duty to the plaintiffs was to tell them all he knew about the matter, permitted himself to put forward as genuine and substantial a charter by Watkins which was the matter complained of, without telling plaintiffs of Watkins' relationship with them, that he was entirely without resources, and that he had been in trouble over another charter.

Further, they permitted themselves when it was seen after the charter to the plaintiffs had been effected that the charter was known to be unfavourable to Watkins, and having found a somewhat cheaper ship which would be less unfavourable to Watkins—they permitted themselves to pretend that they then found out Watkins' position, and that really plaintiffs had better let Watkins out of his bargain.

Discreditable Course. "A course of conduct more disingenuous and more discreditable than that," continued the judge, "it would be difficult to imagine. It is short of a case of fraud, although that is not the case here. As I have said, I am not surprised that Mr. Cattel is ashamed of the transaction. Such being the facts, it clearly follows that plaintiffs have established their case. They might have alleged more; but certainly they have alleged enough when they allege Mr. Cattel is guilty of the breach of duty which I have described. As to damages, I am satisfied plaintiffs' ship was ready to load, and that there was another charter they could have obtained. I am satisfied that with other employment for their ship which they could have obtained they would have been £200 better off, and they are entitled to judgment for that amount, and costs of the action.

Judgment was entered accordingly.

SALT SMUGGLING.

CHAMBER TO INTERVIEW THE POLICE.

WEST RIVER SHIPPING.

Following complaints by salt dealers, the president and secretary of the Hong Kong Chinese General Chamber of Commerce, a representative of the dealers, and a representative of the West River Shipping Association are to interview the Hon. Mr. E. D. C. Wolfe, C.M.G. (Captain Superintendent of Police) in connection with a notice posted up on West River steamer wharves, which reads:—

"In response to representations made to this department by local shipowners, in consequence of the heavy penalties recently imposed by the Chinese Customs Authorities on ships for salt smuggling, notice is hereby given that all members of the police force are to render such police assistance to any ship as may be required by the European officers thereof."

The shipowners had petitioned for Government action. It was revealed at yesterday's monthly meeting of the Chinese Chamber's general committee that the dealers allege that the Police action has exceeded that indicated in the C.S.P.'s notice.

PASSENGER LIST.

DEPARTURES.

Passengers departed for Manila by the "Empress of Asia" on May 16:—

Mr. and Mrs. V. G. Alberto and family, Mr. and Mrs. J. M. Accellano, Mr. C. N. Allen, Mr. P. Andrade, Miss E. A. Anderson, Mr. and Mrs. Geo. Benson, Miss M. R. Benson, Mr. C. C. Bell, Mr. D. M. Barry, Miss M. E. Brammatt, Mr. J. K. Brown, Mr. Ramchand Chularam, Mrs. D. Concepcion, Mr. and Mrs. H. Choy, Mr. S. H. Fisher, Mr. E. Garcia, Mr. A. W. B. Hau, Rev. E. K. Higdon, Miss P. Herrera, Mr. W. F. Hagans, Mr. W. D. Hagans, Mr. and Mrs. O. O. Hanson and family, Mr. Celio de Leon, Mr. H. H. Moyer, Mr. A. Mendoza, Mrs. H. Miller, Mr. T. Mochizuki, Mrs. F. Pacuac and infant, Mr. T. W. S. Parsons, Miss V. Pamos, Rev. and Mrs. Lee L. Ross, Mrs. H. B. Ross, Miss J. Ross, Rev. P. Rodriguez, Mr. and Mrs. N. Romualdez and family, Mr. F. L. Reed, Mr. M. M. Reed, Mrs. B. Russell, Mr. Soo Hong, Dr. and Mrs. H. H. Steinitz, Mrs. C. Sabater and 3 dtrs, Mr. J. E. Stevenat, Mrs. M. Trinidad, Mrs. C. de Torres, Dr. I. Villareal, Mrs. H. Velez, Miss L. Velez, Miss C. Velez, Mrs. W. G. Worcester, Mr. and Mrs. C. C. Witmer, Mrs. J. A. Yvanovich and child.

CONSIGNEES' NOTICE.

Consignees of Cargo ex s.s. "Banleuch" are reminded to take delivery of their goods which will be subject to rent after May 18.

OLD AGE PENSION.

NO PROVISION FOR AN "AGENT."

A SEAFARER'S LETTER.

The following case of an old member of the seafaring profession, who is in receipt of the old-age pension, although still serving at sea, will possibly be of interest to other members of the profession similar placed the extract is from a letter addressed to the secretary of the Imperial Merchant Service Guild, of which society he has been a member for many years:—

"I am 67 years of age, have applied for old-age pension, and received form entitling me to same. When filling the form up I made it payable at my home. Being a widower, I thought my daughter, who acts as my house-keeper could draw it for me, as I am trading on the coast. I only get home once a year when vessel is under her annual survey, so I wrote Ministry of Health, Welsh Board of Health, City Hall, Cardiff, asking them to allow my daughter to draw it for me. We are not in port long enough for me to run home and back before the vessel sails, so it would mean my losing a good berth. Within I enclose copy of their reply to my request. Will be thankful for your advice."

Cannot Be Appointed.

The reply from the City Hall, Cardiff, was to the effect that an agent could not be appointed to draw the pension while he was away at sea. It was suggested that he should take steps to inform the Department immediately on his return home, so that arrangements could be made for the payment of any pension due to him. The Guild has been in communication with the Ministry on behalf of this member, and has also been informed that there is no provision whereby an agent can be appointed to act for a pensioner in the circumstances detailed. It is pointed out that in Section 22 (b) of the Contributory Pensions Act, it is provided that a sum shall not be paid on account of a pension if payment of the sum is not obtained within three months after the date on which it has become payable, and in Article 4 of the Contributory Pensions, Mercantile Marine Order, 1926, that in the case of a master or seaman serving in a foreign-going ship, no account shall be taken for the purpose of calculating the period within which payment of a sum on account of a pension may be obtained of any period during which he is absent from Great Britain by reason of serving in such a ship, and paragraph (b) of Section 22 of the Pensions Act shall apply accordingly.

Arrangements Made.

The Guild had previously addressed a further letter to the Department asking that if it was ultimately found that an agent could not under any circumstances, be appointed by the pensioner to draw payments due to him, that the pensioner was prepared—as suggested to him by the Guild—to draw his pension in a port frequently touched at on the coast, if that could be arranged. The Welsh Board of Health at Cardiff, in their letter, state that arrangements have now been made for the pensioner to be sent to a local Post Office, named, where he would be able to draw it at intervals of not more than three months.



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Pres. Cleveland ... June 5th	Pres. Madison ... June 12th
Pres. Pierce ... June 19th	Pres. Jackson ... June 26th
Pres. Taft ... July 3rd	Pres. McKinley ... July 10th

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Pres. Wilson ... May 20th 8 a.m.	Pres. Polk ... July 1st 8 a.m.
Pres. Van Buren June 3rd 8 a.m.	Pres. Adams ... July 15th 8 a.m.
Pres. Hayes ... June 17th 8 a.m.	Pres. Garfield ... July 29th 8 a.m.

To Manila

Pres. Wilson ... May 20th 8 a.m.	Pres. Van Buren June 3rd 8 a.m.
Pres. Lincoln ... May 22nd 6 p.m.	Pres. Madison June 5th 6 p.m.
Pres. Cleveland May 26th 6 p.m.	Pres. Pierce ... June 9th 6 p.m.

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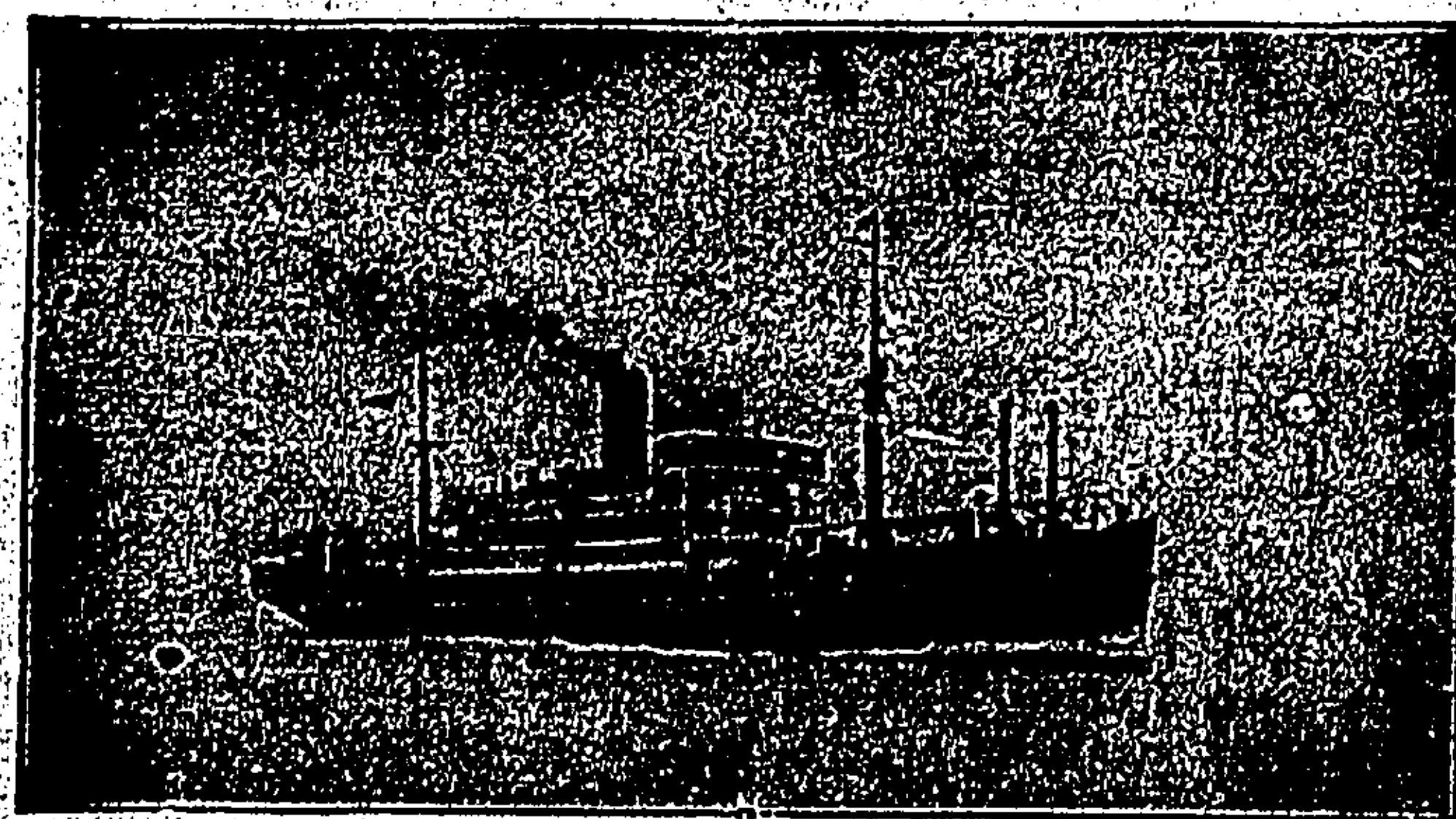
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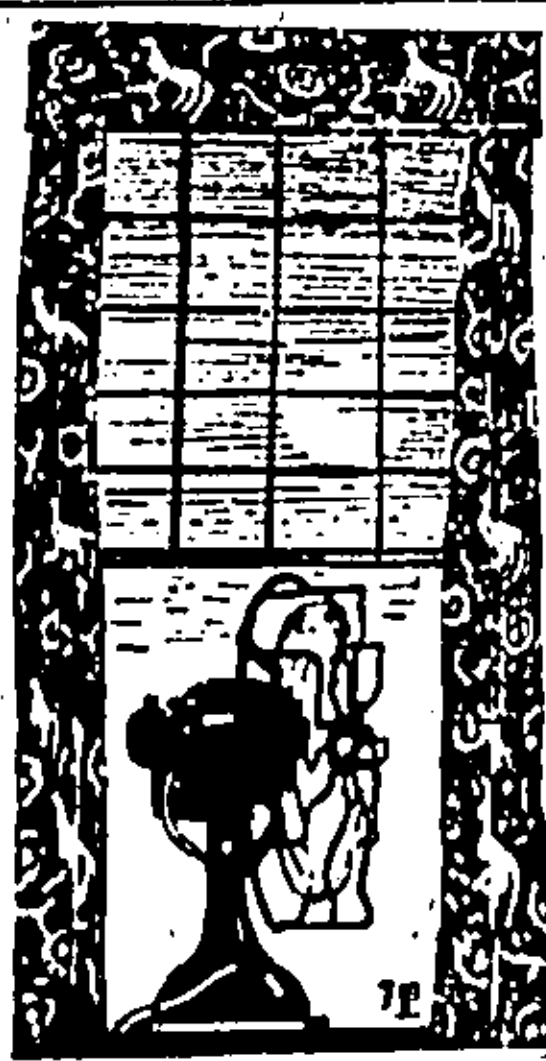
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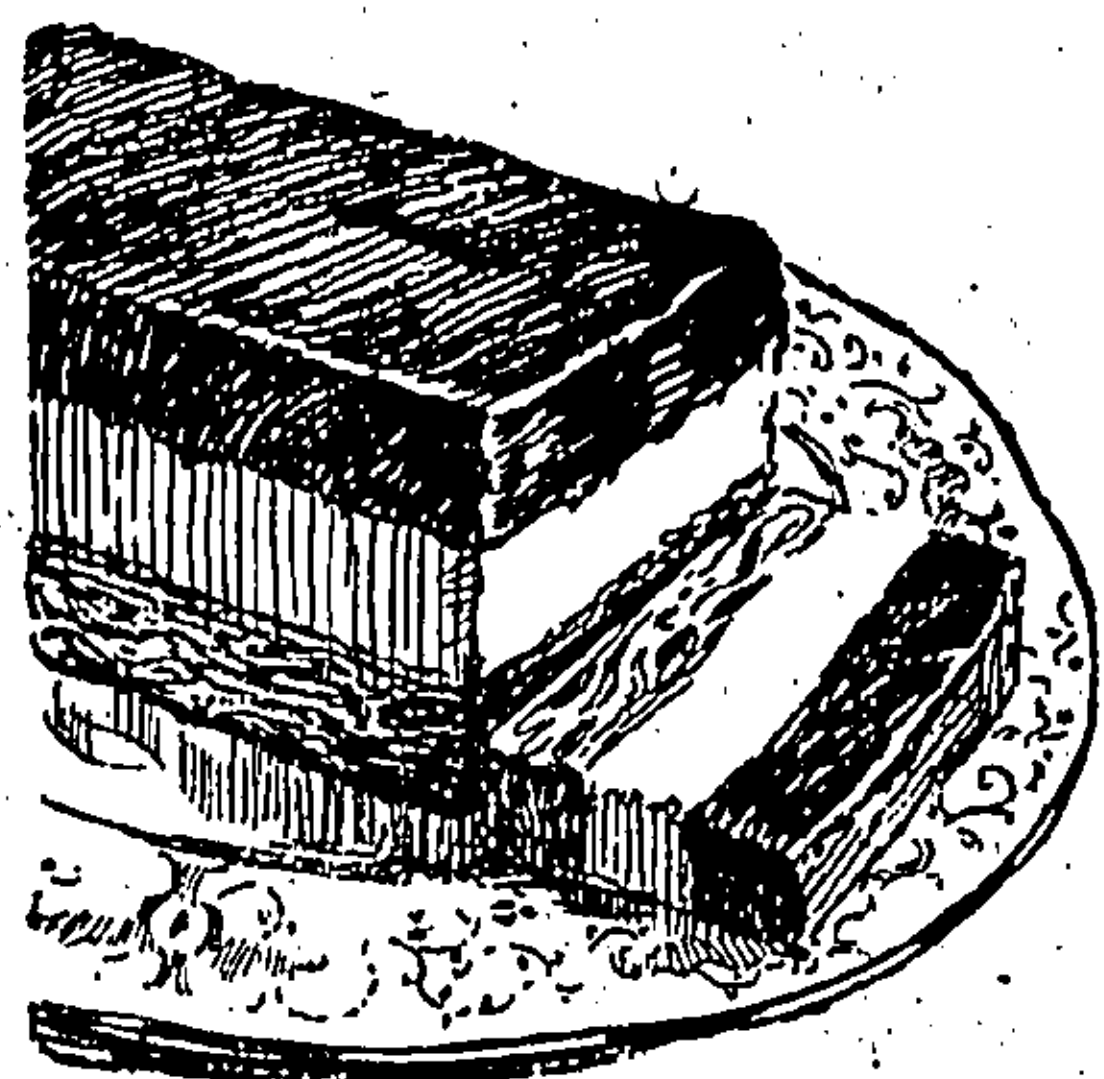
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Published by

The Newspaper Enterprise, Ltd.

Printers & Publishers

No. 3A, WYNDHAM STREET,
HONG KONG.

Telephones Central 22 & 4641.

Cable Address:—Mail, Hongkong.

All communications should be
addressed to the Newspaper Enter-
prise, Ltd., to whom all remittances
should be made payable.

London Offices:—The Far Eastern
Advertising Agency (London),
Ltd., 38-39, Southampton Street,
Strand, W.C.2.

Hong Kong, Thursday, May 17, 1928.

AFTER TSINAN.

Japan, in China, generally gets
what she wants. Such was our
comment upon the demands that
had been presented to the Na-
tionalist Government. In this
particular, it seems, history has
again repeated itself, and we read
that in order to pursue his attack
upon the Northern forces, Chiang
Kai-shek has accepted the de-
mands. He must, of course,
realise that if anything is to come
of his expedition he is compelled
to hurry, and if there had been
any haggling over the terms—al-
ways provided that the Japanese
permitted any haggling—no
doubt the Nationalist leader
would have found the Kuomín-
chun and Shansi forces in the
capital long before he could have
arrived there. As it is, he will
have to move quickly in order to
win the race.

To-day's news from Peking and
Tientsin points to a renewal of
the fears regarding foreign life
and property in and around these
areas. It appears that whilst
Chang Tso-lin is conducting an
orderly retreat the troops of Feng
Yu-shiang have engaged soldiers
in the vicinity of Machang. No
doubt a fight will ensue, for there
has been no indication that the
Mukden warlord proposes to take
back with him what is left of the
Shantung armies. Whether this
happens or not, we do not con-
sider there is cause for alarm,
abiding to what we have said con-
cerning the Nationalist allies be-
ing intent solely upon taking pos-
session of Northern territory
without displaying any feelings of
anti-foreignism; they certainly
cannot be credited with any desire

That Japan is fully alive to the
situation in the Northern areas
where foreigners are located is
emphasised by another new mes-
sage from Tokyo to the effect that,
in order to preserve law and order
in Manchuria—a consideration
which is vital to Japan—steps are
being discussed to close Shanhai-
kuan to all armed Chinese, irrespec-
tive of party. This does not
strike us as a hasty decision on
the part of the cabinet at Tokyo,
nor does it strike us as an en-
deavour to assert new authority
whilst the Chinese forces are at
sixes and sevens. Japan, without
the shadow of a doubt, went into
the Tsinan affair with her eyes
wide-open, and from the very first
she must have weighed every
move, having constantly in mind
the extensive interests she holds
in Manchuria. Never, to put it
another way, would she have done
anything to jeopardise her posi-
tion on the other side of the
Great Wall. Her proposed action
in regard to Shanhai-kuan may ap-
pear to be a high-handed one, but
there seems to be in it something
that will help to allay resuscitated
foreign fears in the North.

Mr. Tang Ying-shang.

The Colony—the New Terri-
tory in particular—has lost a
good friend by the death of Mr.
Tang Ying-shang, who passed
away recently. The late
Mr. Tang rendered invalua-
ble assistance to the
British officials in the district from
the time they went there, in
1898. He was, moreover, one of
the first men of note in the Terri-
tory to assume British national-
ity. It was mainly due to him that
the modern village of Ping Shan
came into existence and local
cultivators owe much to his
paternal assistance and
advice. In every sense he
could be termed a "vill-
age elder," but he was more be-
side. Not only have the inhabi-
tants of the Territory lost a valued
friend and counsellor; the British
administration has also lost an
esteemed helper and one in whom
the spirit of co-operation was
ever evident.

JAPANESE VISITS.

THANKS AND APPRECIATION
RECORDED.

The following messages were ex-
changed yesterday upon the occa-
sion of the Japanese training
squadron leaving Hong Kong:—

From Vice Admiral Kobayashi,
H.I.J.M. Training Squadron to H.E.
the O.A.G. Hong Kong:—

"Please accept our hearty
thanks for your hospitality
shown us all, and convey same to
all concerned."

From H.E. the O.A.G. to Vice
Admiral Kobayashi:—

"Many thanks for your mes-
sage. It was a great pleasure to
entertain you in Hong Kong."

A foki of the Tai Sun barber's
shop, in Hollywood-road, yesterday
reported to the police that another
foki of the shop absconded on May
2 with two electric fans worth \$30.

CAUTIOUS POLICY.

(Continued from Page 1.)

Reinsurance Fund: This fund
stands at \$2,266,097.56 as against
\$2,363,670.18 for 1926, a decrease
of \$97,572.62. This reduction in
the dollar showing is almost en-
tirely due to the rise in exchange
from 1s. 11½d. on Dec. 31, 1926, to
2s. 0½d. at the end of last year.

Investment & Exchange Fluctua-
tion Account: This account shows
an increase of \$177,928.37 which
result is due to the improvement
in the market values of both our
Gold and Silver Investments.

New London Premises.
Our London office at No. 23,
Cornhill was involved in the col-
lapse of August 7 last year and
many important records were
buried under the debris. Thanks,
however, to the energy of our staff,
matters have now been righted and
the fact that we are able to hold
our annual meeting at the same
time as last year is ample evidence
of the good work they put in. We
are much indebted to our friends,
the Union Insurance Society of
Canton, Ltd., for the assistance
they afforded us at the time of the
collapse; they provided us with
temporary office accommodation
which we have just vacated to oc-
cupy our offices in "Lloyd's" new
building.

Dividends.
The surplus to be dealt with is
\$1,008,202.75 out of which has been
paid an interim dividend of \$18 per
share. We now recommend a final
payment of \$22, the same as last
year, the addition of \$100,000 to
Reinsurance Fund, and the trans-
fer of the balance, amounting to
\$508,202.75, to Underwriting, Sus-
pense Account to close the year
1926. The balance of \$2,504,981.69
at credit of 1927 Account allows of
the payment of the usual interim
dividend of \$18 for that year.

Auditors' Fees Increased.
Owing to the very considerable
increase that has taken place dur-
ing the past few years in the work
of auditing the accounts of the
company, it is proposed to raise
the auditors' fees from \$750 to
\$1,000 for each firm, and you will,
I hope, confirm this when the pro-
posal for the re-election of audi-
tors comes before the meeting.

Formal Resolution.
I do not think there is anything
further that calls for special com-
ment, but I shall be pleased to an-
swer, to the best of my ability, any
questions arising out of the ac-
counts which shareholders may
wish to put, after the adoption of
the report and accounts has been
duly seconded.

I now propose the following re-
solution:—

"That the report and accounts,
as presented, including the pay-
ment of a final dividend in re-
spect of the year 1926 of \$22 per
share, and an interim dividend
in respect of the year 1927 of \$18
per share; an addition of
\$100,000 to Reinsurance Fund
and of \$508,202.75 to Underwrit-
ing Suspense Account, be adopted
and passed."

Mr. Ho Leung seconded. No
question was asked and the resolu-
tion was carried unanimously.

Other Business.
Other business transacted by the
meeting comprised:—

Re-election of the consulting
committee, comprising Sir Robert
Ho Tung, Messrs. A. H. Compton,
L. Dunbar, A. S. Gubbay, Henry
Humphreys, T. E. Pearce and H. P.
White, to serve with the chairman
—proposed by Mr. J. H. Taggart,
seconded by Mr. L. S. Greenhill.

Re-election of Messrs. Lowe,
Elphinstone & Matthews and Messrs.
Percy Smith, Seth & Fleming, at
a fee of \$1,000 for each firm—pro-
posed by Mr. A. H. M. da Silva,
seconded by Mr. Lo Man-hin.

Dividend warrants can be ap-
plied for now.

"INGOTS" PIRACY.

THIRD MAN ARRESTED
BEFORE MAGISTRATE.

Further details were heard at
the Kowloon Magistracy yesterday
of the sensational piracy, on board
the steam launch "Woo Fat Shing"
in Hong Kong harbour in October
last year, when the launch was
seized whilst proceeding to the S.S.
"Prominent" with a cargo of gold
"ingots" worth \$30,000 for shipment
to Saigon. The launch, it may be
recalled, was beached at North
Point by the pirates who made
good their escape with the gold.

Yesterday, a Chinese, arrested in
Canton, as already reported, was
charged before Mr. W. Schofield
with participation in the piracy
and was remanded until Tuesday
afternoon; next, when hearing of
the case will be opened.

This makes the third arrest in
connection with the piracy. One
man, who was arrested soon after
the hold-up, was tried at the
Criminal Sessions and sentenced to
three years' hard labour, whilst in
February a second man was
brought before the Kowloon Magis-
trate but was acquitted because
the prisoner serving his sentence
failed to give evidence against
his alleged confederate.

"REFUGEE" FOKI.

CAUGHT ON THE EVE OF
DEPARTURE.

WITH MASTER'S MONEY.

A foki of a salt fish shop, in
West Point, yesterday stole \$693
from his master and absconded.
Through the astuteness of a fellow
foki, the erring one was brought to
book as he was trying to leave the
Colony by the S.S. "Talsihan" last
night.

The shop foki, accompanied by
the police, boarded the ship a little
before 10.30 p.m., when the vessel
was due to sail, and after a search
the absconding man was discover-
ed on board. He was searched but
only a small sum of money was
found on him. Placed under
arrest, he decided to make a clean
breast and informed the police
that the stolen money had been
sewn into the centre of his belt.
The belt was accordingly ripped
open and hidden in the lining \$625
was found. Besides this the
would-be fugitive had \$10 in small
coins in a purse and a first class
passage ticket to Canton. It has
not so far been discovered what
the absconding foki had done with
the balance of the money. At pre-
sent he is being detained by the
police for further investigations.

Before the Magistrate.

The foki was duly brought
before Mr. R. E. Lindsell, this
morning, and charged with the
theft from his master of a leather
bag containing a wallet, in which
was \$693 in notes.

Accused admitted the charge.

The police said that when arrest-
ed on board the Canton boat last
night, the accused had only \$639
concealed in his girdle.

Mr. Lindsell asked the accused
what he had done with the other
\$54.

Accused replied that he did not
spend so much money. All he had
done after stealing the money was
to buy an umbrella for \$2, "because
it was raining," and a handkerchief
for which he paid 20 cents. In
addition he had spent \$1.20 in a
tea-house. He did not count the
money he had stolen, but did not
think the figures given to the police
by his master were correct.

The master was asked how he had
arrived at his figures, and said that
he got them by referring to his
books.

The Magistrate sentenced the
accused to three months' hard
labour.

TSINAN FEELING.

A CHINESE RUNS AMOK
IN KOBE.

H.K. CHAMBER'S ATTITUDE.

It was made known yesterday
that a Chinese merchant in Hong
Kong had received a cable from his
agent in Kobe to the effect that a
Chinese in that port had, out of
indignation over the Tsinan inci-
dent, run amok and killed eleven
Japanese, and finally shooting him-
self.

At yesterday's monthly meeting
of the general committee of the
Hong Kong Chinese General Cham-
ber of Commerce, it was announced
that eleven letters had been re-
ceived, some of which were unsigned,
suggesting action by the Chamber.
The Chamber's attitude is that no
useful purpose can be served at the
moment by attempting to give
effect to the letters.

On the suggestion of Mr. Ho Yu,
a telegram will be sent to the
Tsinan Chamber of Commerce, ex-
pressing condolence.

"SMART" SMUGGLING.

WHAT THE BASKET OF
SPINACH CONTAINED.

TRICKY CHINESE.

Arrested in Connaught-road Cen-
tral carrying a large jar of dui-
table Chinese wine, which was hid-
den in a basket and covered up
with some spinach, two Chinese
were, this morning, charged before
Major C. Willson at the Central
Magistracy.

In replying for a heavy penalty,
C.P.O. Clark said that the defend-
ants' method was one of the smart-
est piece of smuggling. The
basket of spinach was apparently
meant for the Central Market, and
in view of trouble recently, when
allegations of undue interference
were made against revenue men,
these market baskets have not been
so thoroughly examined as previ-
ously, with the result that a lot of
smuggling may have been carried
out in this way. The basket in
question weighed 100 catties, so
that the accused must have known
that it contained other things be-
sides spinach, a basket of which
could never be so heavy. First ac-
cused was fined \$100 or two
months' jail.

"RAPS-P'RAPS NOT!"

Old Brown had worked for nearly
40 years as gardener and odd man,
and was apparently contented until
his employer added poultry-raising
to his list of activities. Then he
was told to write on each egg, with
an indelible pencil, the date it was
laid, and the name of the hen that
laid it.

"I'm goin' to leave, sir," Brown
announced promptly.

"Leave! Whatever for?" enquired
the employer.

"Well, I've done nearly every-
thing about the place, but I ain't
a-goin' to be secretary to the hens!"

Counsel for the defendant in a
criminal case had made an eloquent
speech, bringing tears to the eyes
of many in court; but the jury,
composed of hard-headed men, or
whose cars oratory and sentiment
fell like snowflakes on a warm
chimney, were unmoved.

Counsel for the prosecution,
rising to reply, took their measure
at a glance.

"Gentlemen," he said, "let it be
understood, to begin with, that I
am not boring for water!"

A Scotsman, who invested his
surplus money in a purchase of
genuine antiques, was showing re-
cent acquisitions to a friend.

The visitor was greatly interested
in a magnificent carved mahogany
table, which occupied almost the
whole space of one room.

In response to his friend's
rhapsodies, the owner said:

"Aye, it's a grand bit of
furniture. Thirty-four fowls can
sit down to dinner at that table....
Heaven forbid!"

Visitor: "Do you find poultry
keeping pays?"

Farmer: "Well, no, I can't say it
pays me, but it pays my son Mike."

Visitor: "How's that?"

Farmer: "Well, you see, I bought
him the fowls. I have to pay for
their keep, and buy the eggs from
him and he eats them."

Downstairs in the silence of the
night, a board creaked, a foot
scraped over a chair and there was
a tinkle of silver! Mrs. Greenly
suddenly sat up in bed—burglars!
She pulled vigorously at her sleep-
ing husband's arm.

"Whassa matt—" he began.

"Shhh!" whispered his wife.

"There's a—burglar downstairs—
get a light, George, and go down-
stairs at once!" Mr. Greenly trem-
bled and the hair rose off his head—
but he was a quick thinker.

"Righto!" he said, "I'll go
straight down my dear. It's prob-
ably the girl-burglar who has been
robbing houses about here—a sweet
looking little thing who always
kisses her way out of trouble when
she gets caught. I'll go down."

His wife seized him by the arm
and hauled him back in bed, ex-
claiming:

"George, your place is with me!
You stay here."

The poor fellow had wandered
into the police station with a be-
wildered expression on his face,
and asked the assistance of the men
of the law. He had lost his
memory, and did not recollect even
his own name. The police were
admirably patient with the case, and
tried all sorts of experiments to
help him to remember his name, but
they failed to bring it back to his
mind.

"If we could only coax him to
remember his name," groaned the
superintendent in charge of the
station. "The rest would be easy!
I'll get an expert down from the
Yard!"

The expert duly arrived and after
three days sudden light came into
the hitherto puzzled eyes of the
man.

"Hurrah!" he almost screamed
with joy, "I remember!..Smith!"

TEASERS.

Answer The "China
Mail" Questions.

TO-DAY'S POSERS.

From day to day a series of half
a dozen questions, not tremendously
difficult to answer but not always
so simply solved as may be thought;
appear on this page. Answers are
given on page nine.

1. What is represented by a
blindfolded woman holding a sword
in one hand and scales in the other?

2. How many hours is New York
time behind British time?

3. Of what order is "Honi soit
qui mal y pense" the motto and by
whom was it instituted?

4. What is a "sawetika" and in
what part of the world did it
originate?

5. What famous all-England
cricketer has died recently, and for
what county did he play?

of an Earl?

STEALING MANGOES.

INDIAN CONSTABLE BEFORE THE MAGISTRATE.

FOUR WEEKS' "HARD".

Mr. P. P. J. Wodehouse, C.I.E., D.S.P., this morning prosecuted Indian constable B663, Shadum Singh, before Mr. R. E. Lindell, on a charge of stealing four mangoes from a stall at the corner of Hollywood-road and Possession-street, whilst on duty at 3 a.m., on Tuesday last.

The accused stated that the charge was falsely brought against him.

Fokis of the stall stated, in evidence, that mangoes had on several occasions been stolen from their stall, so on Tuesday night, after the stall had been closed up with matting, three of the fokis kept watch.

They saw the accused come along with a stick at the end of which was tied a hook. Climbing on top of a small brick joss house by the side of the stall, the accused put the stick over the top of the matting, transfixed the mangoes with the hook and fished them out one by one, putting them all in his trousers' pockets.

When one of the fokis called out, the accused dropped the stick and hook and walked away. A little distance away from the stall, he dropped the four mangoes into the gutter. The three fokis followed the accused until they came to a constable whom they asked to arrest the accused.

At the Police Station, the two Indians had a conversation between themselves, as the result of which two of the fokis, who had picked up the mangoes, were taken to the police station and there charged by the accused with stealing their own fruit!

Sergeant Mist, who was on charge-room duty, refused the constable's charge, and on statements given by the three stall fokis, got in touch with Mr. Wodehouse, who decided to have the constable charged with the theft of the mangoes and with misconduct as a policeman.

Sentence of four weeks' hard labour was passed.

DYNAMITE!

BOATWOMAN'S EXCUSE FOR HAVING FIVE STICKS.

"WHAT NONSENSE!"

A boatwoman was this morning charged, before Mr. R. E. Lindell, at the Central Magistracy, with the unlawful possession on board her craft in Shaikwan harbour, of five sticks of dynamite.

Mr. Lindell suggested that the dynamite was intended for taking fish, but the defendant asserted that she kept the explosive on board as protection against pirates!

Mr. Lindell: What nonsense, whoever heard of dynamiting pirates!

Defendant was fined \$100, or, in default, six weeks' hard labour.

A GIRL'S DEATH.

TWO CHINESE CLEARED OF CHARGE.

Manila, May 6.

Tan Kui-sing and his wife, Go Siong, well-known local Chinese residents, have been cleared of the charge of having caused the death of a young Chinese girl, Cheng Hua-ti, when City Fiscal Guevara decided to drop the case against them.

On June 10, 1927, Cheng Hua-ti died at the home of Mr. and Mrs. Tan at 610 Calle Magdalena. It was discovered later that the girl died of poisoning. At the instance of Go Sun, the fiscal office investigated the couple for the alleged crime of murder. Fiscal M. Albert, who then took charge of the case, recommended that the case be dismissed for lack of proof. Much later, Go again asked for reinvestigation of the case. This time Fiscal Paredes investigated. Mr. Paredes likewise recommended that the couple be cleared of the charge.

It was pointed out that the pair was not responsible for the death of the girl. It was also shown that they were possibly the victims of persecution growing out of a personal grudge. The evidence in the case further showed that the girl must have taken the poison through mistake, for she was the one who prepared it.

Before Mr. R. E. Lindell, at the Central Magistracy this morning, a Chinese man and a woman were charged with receiving stolen property, namely, 30 yards of canvas and 1,828 brass eyelets, which were stolen from the Naval Dockyard. Mr. C. A. S. Russ appeared for the defence and secured an adjournment of the case. The police opposed bail on the ground that the female defendant's husband had absconded since her arrest. The Magistrate fixed bail in the sum of \$500.

MYSTERIOUS THEFT.

JEWELLERY AND CHEQUES STOLEN YESTERDAY.

FOKIS DETAINED.

Jewellery and cheques, valued at nearly \$3,000, were yesterday stolen at the Sun Tung Hing Boarding House, No. 68, Connaught-road Central.

The victim, a Chinese named Kwan Shan-cheung, arrived in the Colony on Tuesday and engaged a room at the boarding house. He was accompanied by his nephew and did not have much luggage; all their belongings being contained in several small leather bags, and in one of the bags uncle and nephew kept all their valuables.

At about noon yesterday, the couple went out for a walk, returning to the boarding house at about 4 p.m. On returning to their room, they found that the bag containing the valuables had been rifled and emptied of its contents during their absence.

One strange aspect of the robbery was that the door of the room was locked as the visitors had left it, and there were no signs of the door having been tampered with. As the door key had been carried by Kwan on his person when he went out, the only explanation as to how the robbers had entered is that a duplicate key must have been used.

The police acting on this theory in their investigation, concluded that the robbery must have been an inside job, and the boarding house servants came under suspicion. All the fokis were examined by the police, various keys were tried on the door and one was found which easily fitted the lock of the visitors' room door. The result of the investigation was that two of the fokis were detained by the police for further inquiries.

No traces of the valuable property, which included a diamond ring worth \$1,300 and some gold coins, have so far been found.

FOND OF COLONY.

RETURNED BANISHEES BEFORE THE MAGISTRATE.

AGAIN SENTENCED.

A Chinese was, this morning, charged before Mr. R. E. Lindell, at the Central Magistracy with returning to the Colony after he had been banished for five years on February 23 of this year. According to Sub-Inspector Cargill, in charge of police records, the accused was in jail twice for stealing, namely, one month in 1926 and six weeks in 1928, and was banished after coming out of jail the second time. The Magistrate passed sentence of six months' hard labour and 20 strokes of the birch.

Returning to the Colony a few months short of the completion of a banishment order against him, a Chinese was charged, before Mr. R. E. Lindell, at the Central Magistracy this morning. He said that he intended staying in Hong Kong for only a couple of days. He had come here to see his younger brother to raise passage money to go abroad. According to Sub-Inspector Cargill, the accused had been in jail three times in 1919, serving terms of 28 days, one month and 42 days' hard labour, respectively, for stealing and unlawful possession. He was banished for ten years on November 30, 1919. The Magistrate passed sentence of three months' hard labour.

MESNE PROFITS.

BUDREE VILLA TENANCY CASE.

JUDGMENT RESERVED.

Judgment was reserved by Mr. Justice Jacks (Puisne Judge) in the Summary Court yesterday in the case in which the Banque de l'Indo Chine sues Mr. J. H. Wittich, manager of the King Edward Hotel, for \$1,000 mesne profits in connection with his tenancy of Budree-villa, North Point.

Mr. D. L. Strellett, for the defence, said that it would be a matter of consternation to many tenants and leaseholders in the Colony when they realised the position which may arise if they discovered that their landlord was a mortgagor and that at any moment, through circumstances over which they had no control, they would be at the mercy of a mortgagee in regard to eviction, mesne profits and other possible claims.

Mr. M. M. Watson, for plaintiffs, argued that the Bank was not concerned with the agreement which Mr. Wittich had made with the landlord. A set-off for repairs can only be made by an interest in the land and not by personal contract, he said.

CLERGY FEES.

PEAK CHURCH AFFAIRS DISCUSSED.

WEDDING COSTS.

Clergy and wedding fees were discussed at the annual general meeting of the Peak Church on Tuesday, Mr. W. L. Pattenden presiding. The Secretary announced that he had circulated an appeal to the Committee to sanction the fee of \$32 being charged for weddings in the Peak Church as was the custom in the Cathedral, the \$32 to be allocated in the same fashion; \$25 to the officiating priest, \$5 for the treasury of the Church and \$2 for the church coolie.

The Rev. J. Kirk Macdonachie disagreed on the ground that a poor man could not always afford \$32 and equally the clergyman often did not wish to take a fee.

Dr. Sanders suggested that the fee should be fixed at \$7-50 for the Church and \$2 for the coolie, leaving the question of the clergyman's fee for the parties to decide.

Mr. Justice Jacks enquired what was the Cathedral rule.

The Bishop of Victoria suggested that it might be said that the fee was ordinarily \$32, but that this sum should be reduced at the clergyman's discretion, at the same time he felt it was better that the fee should be clearly understood by all.

It was decided to enter in the minutes that the fee was \$5 for the Church, \$2 for the coolie and that it was usual but not compulsory for the officiating priest to have an honorarium of \$25 \$5 for Clergy.

The question of the fee of \$5 which has been paid to clergymen officiating at services at the Peak Church was discussed. It had been assumed that this sum was to cover the travelling expenses of any clergyman coming from the lower levels, but the Dean pointed out that in no case could these expenses amount to \$5.

The Bishop of Victoria thought it well to have a definite fee for clergymen taking services irrespective of where they lived.

After considerable argument it was decided that the sum of \$5 be paid to any clergyman who takes one of the customary services in the Peak Church.

On the proposal of Mr. Bonnar, seconded by Mr. Justice Jacks, the Committee were re-elected as follows:—Mr. Justice Jacks, Mr. Pattenden, Mr. Bonnar (trustees), the Right Rev. the Bishop, the Very Rev. Dean Swann, the Rev. J. Macdonachie, Sir Henry Pollock, Lady Pollock, Col. Riley (Hon. Treasurer).

Dr. J. Herbert Sanders proposed and the Rev. J. Kirk Macdonachie seconded, that the beams of the Church roof be tarred, and that the Church be closed for one Sunday for this purpose. The accounts were passed.

Secretary's Report.

The Very Rev. the Dean (Hon. Secretary) read his report as follows:—

Services.—During the past year there has been Holy Communion in the Peak Church every Sunday at 8.15 a.m.

Committee.—Two meetings of the Committee have been held. Lieut. Col. H. G. Riley has taken the place of Mr. D. E. G. Nicholson as Hon. Treasurer, and Mrs. Riley was elected on to the Committee in place of Mrs. Wood. At the Committee meeting on January 27, 1928, a resolution of appreciation of the Rev. H. Copley Myle's long services as Hon. Secretary was unanimously adopted. I suggest that this meeting endorse the Committee's action in this respect. Dean Swan was elected Hon. Secretary.

Memorial Window.—The window to be placed in the Church in memory of the late Mr. and Mrs. Bowdler will shortly be installed. It was dispatched from England on April 15. The contractor has been instructed to be ready to fit it as soon as it arrives. The maker's account of £200 has been paid.

Vestry Roof.—In the middle of March, through a beam falling from the roof of the Vestry, it was discovered that white ants had been at work in it. Since the condition of the roof was critical Dr. Sanders, at the Secretary's request, consulted the Church Architects, Messrs. Denison, Ram & Gibbs, who, after examination, advised that a concrete roof be substituted for the present one, and estimated \$230 as the cost of doing so. This seemed too high a figure. Dr. Sanders, therefore, kindly met the architects again and as a result has had the present roof repaired effectively for \$35. The roof is now sound. I hope that the meeting will approve of the work having been done in this way.

Senior Revenue Officer George Watt, who had been in the Government Civil Hospital for about six weeks' suffering from stomach trouble and only came out early this week, returned to the hospital yesterday afternoon on account of a relapse.

SORRELL AND SON.

BIG PICTURE AT THE QUEEN'S THEATRE.

COMING SHOWS.

Produced by Herbert Brenon, who is best known for the scenic version of "Beau Geste," which is said to be the finest picture exhibited in Hong Kong last year, and adapted from the book by the British author, Warwick Deeping, "Sorrell and Son," is being screened at the Queen's Theatre to packed "houses."

Dealing with the wonderful romance of war hero, who is forced by circumstances to become a bar- porter, the story has an irresistible appeal to the finer sensibilities. It is not in any way over done, Mr. H. Brenon succeeding in a very able manner to enter into the author's conception that there is an entire absence of incongruity, making the role an extremely interesting production.

Supported by a cast of notable stars, H. B. Warner, has the role of Sorrell, and the affections that exist between father and his offspring, have a far reaching away over the sympathies of young and old. Standing out prominently are the performances of Nils Asther, Alice Joyce, Anna Q. Nilsson, Carmel Myers, and Norman Trevor, while Micky McBan ably fills the part of boy Kit. The Sergeant Major is splendidly enacted by Louis Wolheim.

"LES MISERABLES."

The wonderful French production of Victor Hugo's immortal epic of dramatic fiction, "Les Miserables," will be screened at the Queen's Theatre from Tuesday to Saturday of next week, according to a special advertisement in this issue. "Les Miserables," which is undoubtedly the greatest achievement of France's film industry, was made at a cost of over twelve million francs. The picture proved such a stupendous piece of work that when finally cut and edited it was found that no fewer than 12,000 feet of film were essential to the creation of the true atmosphere of the story. Originally, "Les Miserables" was screened in two separate episodes, but owing to the efforts of experts, it has been made possible to screen the whole picture at one performance. Owing to its exceptional length, "Les Miserables" will be shown only three times a day, performances beginning promptly at 2.30, 6.00 and 9.15. Described by the London papers as "one of the finest films ever made," "Les Miserables" will be one of the notable events of the local film year.

SECRET SERVICE DRAMA.

With Blanche Sweet as the heroine and no fewer than four leading men, the screen version of the play by Victorien Sardou, "Diplomacy" will be the new picture at the World Theatre to-day till Saturday, at the 5.15 and 9.20 shows. The leading men are Neil Hamilton, Matt Moore, Arthur Edmund Carew and Earle Williams. The story opens at Deauville, Europe's fashionable pleasure resort, where an international conference of diplomats is taking place. The plots and intrigues of the secret agents of different countries, each one striving to secure an important document, make the picture extremely interesting. Throughout the picture there runs the romances of a young couple, an attaché of the British Embassy and an English girl who are unwilling pawns in the hazardous game of international politics.

A MODERN SALOME.

"The Heart of Salome," which comes to the Star Theatre from to-day till Saturday, is a drama of modern Paris in which a young man is a shady master of finance employs a beautiful girl as his spy to discover the secrets of his rivals. The story tells how this girl falls in love with a young engineer; how she attempts to steal his plans, not knowing whose house she is robbing; how she is caught red-handed; how she is denounced by her lover; and how in her bitter despair she commands the count to give her the life of the man who has scorned her. The climax comes with a terrific sword duel between the count and the captive engineer in the dungeon of a ruined castle. Alma Rubens plays the leading part and in the supporting cast are Holmes Herbert, Robert Agnew, Walter Dugan and Barry Norton who appeared as the young artist in "What Price Glory."

During last year 25,724 Portuguese males left the Republic for various destinations, and 16,084 returned to the motherland. Brazil takes most Portuguese emigrants, but about one-tenth of the total embark for Argentina and North America.

Shadows Before

COMING EVENTS ANNOUNCED IN THE "MAIL."

To-day—Queen's Theatre; "Sorrell and Son."
To-day—Star Theatre; "The Heart of Salome."
To-day—World Theatre; "Diplomacy."

Sports.
May 26-28—Fifth Extra Race Meetings of the H.K. Jockey Club, Happy Valley.

Lammerts' Auction.
May 19—At Sales Room, Duddell-street, miscellaneous goods, 11 a.m.

Meetings.
May 18—Extraordinary general meeting of China Sugar Refinery Co., Ltd., at the offices of Messrs. Jardine, Matheson & Co., Ltd., 11 a.m.
May 25—Fifty-ninth annual meeting of the China Fire Insurance Co., Ltd., Union-bldg., 11.15 a.m.

May 25—Sixty-second annual meeting of British Traders' Insurance Co., Ltd., Union-bldg., 11.20 a.m.
May 29—Half yearly meeting of H.K. Jockey Club, H.K. Club annex, 5.15 p.m.

Miscellaneous.
May 24—Official opening by H.E. The Officer Administering the Govt., of Cheer 'O new premises in City Hall, 6 p.m.

November 13—Matriculation, Senior and Junior Local exams. at the Hong Kong University.

POLAR REGIONS.

ITALIAN EXPEDITION FLYING OVER PACK ICE.

King's Bay, Yesterday.
General Nobile has planned a three days' flight aboard the "Italia" with visits to Greenland, Nicholas the Second Land, and the North Polar regions.

A message from Rome says that General Nobile reports by wireless that he has been flying for 5½ hours from King's Bay over pack ice.

During this time the airship was enveloped in fog for 1½ hours, but, emerging later, it passed at a height of 500 feet over a frozen sea. The views were magnificent.—Reuter.

BANQUETS.

BELGIAN FEASTS NOT WHAT THEY WERE.

Brussels.—Belgium is the country of banquets. No occasion, no excuse is too trivial to warrant a gathering round the table on which one lavish dish gives way to another, where crystal glasses are filled with three, four, and even six different wines, and across which sparkling conversation, anecdotes, and banter are exchanged.

Belgian cuisine is in a class of its own and wines served at Belgian tables, though they come mostly from France, are incomparable. The Belgian loves to eat, and that is why, perhaps, every hotel and restaurant worthy of the name brings prominently to the notice of its patrons that it has a salle de banquets to place at their disposal. I have an English friend who, invited to dinner recently at the home of a Belgian, required no more food during the following three days!

However, I am inclined to agree that banquets are not what they were, and I am glad. I have just come across the menu of a banquet offered in 1853 to the Belgian statesman Frere-Orban, by his friends at Liege, in which city he was born. Here it is:

Consommé à la pâte d'Italie
Petits pâtés à la Financière.
Pieds de cochon truffés à la Périgueux.
Saumon à la Hollandaise.
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Côtelette de mouton demi-glacée, aux pointes d'asperges.
Poulet du Mans à la Toulouse.
Tête de veau en tortue.
Caneton à la purée de tomates.
Punch à la Romaine.
Petits pois à la Française.
Haricots verts à la maître d'hôtel.
Chevreuil sauce poivrée.
Dinde truffée.
Faisans de Bohême et Cailles bardées.
Jambon de Westphalie décoré.
Galette truffée.
Terrine de foie gras de Strasbourg.
Buisson de homard.
Pudding diplomat.
Bavaroise à la Chantilly.
Gelée au Kirsch à la Russe.
Gâteau Napolitain.
Baba glacé au Rhum.
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4722	SHE'S GOT "IT"
1058D	HEAD OVER HEELS
1134D	PLEADING
1134D	I ADORE YOU
946	OH, DORIS
946	WHEN I RING YOUR BELL
946	SO BLUE
946	YESTERDAY

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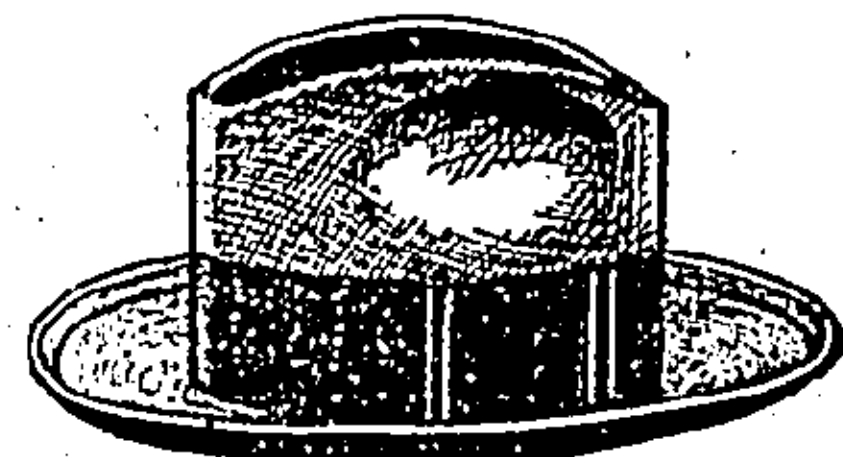
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LOCAL AND GENERAL SOCIAL AND PERSONAL.

The 2nd Medium Brigade of
Artillery returned in the transport
"Neuralla" from Malta to South-
ampton.

The Prime Minister was the guest
at luncheon of the British Cotton
Growing Association at Manchester
on May 16.

Prince Arthur of Connaught was
the principal guest at the Royal
Academy banquet at Burlington
House on May 5.

A woman has died in Oporto at
the age of 114. She retained the
use of all her faculties and was
quite lucid up to the hour of her
death.

King Alfonso has signed a decree
making an annual grant of £10,000
for the upkeep of the San Sebastian
motor track which will henceforth
be a national course.

The Governor of Gambia has
been to Dakar to present the
Governor-General of French West
Africa with the insignia of
honorary K.B.E. (Civil Division).

The trawler "Accord," belonging to
the Northern Fisheries, Peterhead,
ran ashore on the rocks on the Isle
of Mull at Gorton. The vessel is
badly holed. All the crew landed
safely.

Mr. Ferguson, the Premier, has
announced the retirement of Mr.
D. B. Hanna from the chairmanship
of the Ontario Liquor Control Board
and his succession by Sir Henry
Drayton.

The Socialists scored a victory in
the elections to the Executive
Council of Zurich by winning five
out of the nine seats and capturing
the office of mayor. Ninety per
cent. of the electors voted.

No fewer than 35,000 steam-boat
passages down the Rhine from
Mainz and Biebrich to Cologne have
been booked for the few days pre-
ceding July 14, when the Fourteenth
National Athletic Festival opens
at Cologne.



Dr. W. R. Whitney, laboratory
director of the General Electric
Company, who supervised the con-
struction and invention of a new
radio tube that can cook and heat
the blood of the sick. The tube,
although no purpose for its use has
been found, can cook a sausage
suspended in the air 15 feet away.

Following the decision to abandon
the tramways, Hastings Corpora-
tion has prepared a scheme for road
reconstruction at a cost of £150,000.

Mr. Thomas Gibson (62), chief
clerk to Messrs. Bartlett, Ralli
Brothers, Indian merchants, was
found dead in his office in Finsbury-
circus, E.C.

With a wound in his throat and
a bloodstained penknife by his side,
Alderman Leonard Agate, a former
mayor of Christchurch, Hants,
was found dead on the cliffs near
Highcliffe.

Lieut.-Col. W. J. Thompson,
D.S.O., R.A.M.C., who served in the
Boer War as a trooper and was
taken prisoner in France in the first
month of the war while a medical
officer of the Dragoon Guards, died
at Portsmouth.

The erection of the "Christ of
Portugal," a huge stone monument
which is to stand at Lacouture,
France, in memory of the Por-
tuguese soldiers who lost their
lives in the battle of the Lys, is
to be begun in August.

The Pope gave an audience a
few weeks ago to forty English
Catholic sailors belonging to H.M.S.
aircraft carrier "Eagle," who went
from Naples accompanied by their
chaplain. The party was present-
ed by Monsignor Redmond, Vice-
Rector of the English College. The
Pope delivered a short address, in
which he expressed his satisfaction
at finding himself among the blue-
jackets, because St. Peter had also
been a sailor.

Manchester's rates were placed
by the City Finance Committee at
13s. in the £, a decrease of 2d.

Seeing its reflection in a shop
window in Whittlesey, a cow
smashed the glass with its horns.

Aiming at £5,000, Aberdeen
students secured in mail week their
first £1,000 in their "big push" for
local hospitals.

The new cruiser "Cornwall," com-
manded by Captain the Hon. W. S.
Leveson-Gower, left Devonport on
May 11 to join the China Squadron.



Lady June Charlton, daughter of
the Earl of Kerrick, of England,
who has resolved to accompany her
husband, J. S. Charlton, on a trans-
atlantic flight in the near future.
They will use a large flying boat
capable of carrying more than a
dozen passengers and driven by
three huge engines.

A Chinese widow, of Ngau-sze-
wan, attempted to commit suicide
yesterday by jumping into the sea
from the Kai Tak Bund. She was
rescued by boat people and removed
by the police to the Kwong Wah
Hospital suffering from the effects
of immersion.

A Sikh named Mitt Singh, living
at the Sikh Temple, has reported to
the police that while he was asleep
last night, someone stole from his
person a bundle containing \$52 in
notes. He suspects a compatriot
also living in the temple, whose
name was given to the police as
Arjan Singh.

A Chinese whom the police de-
scribed as a "lecturer" was, this
morning, charged before Major C.
Wilson at the Central Magistracy,
with causing an obstruction in
Shing Loong-street. It was stated
that a crowd of about 300 people
gathered around the man. A fine
of \$2 was imposed.

In conformity with custom, the
Portuguese Cabinet resigned on
the occasion of the proclamation of
the President of the Republic, a
few weeks ago. Colonel Vincente
Freitas, formerly Minister of the
Interior, was entrusted with the
formation of the new Cabinet.

Unemployment in Austria is
rapidly decreasing. The total
number of persons receiving the
dole at the end of March was
193,051, some 18,000 less than a
fortnight before. The decrease in
Vienna during the same period was
5,240. The greatest improvement
in the labour market is in the build-
ing, textile, and clothing trades.

All work stopped in the General
Motors factory in Stockholm one
day in mail week, 900 men having
gone on strike owing to the manage-
ment having called in blackleg
labour to replace 100 upholders
hands dismissed the week before.
The strikers declared that they
would remain out until those men
were taken back on their own
terms.

A Chinese yesterday appeared be-
fore Mr. W. Schofield, at the Kow-
loon Magistracy, charged with
keeping a common gaming house,
writing poplu lottery tickets, and
with unlawful possession of 305
poplu lottery tickets, on the second
floor of No. 48, Halphong-road.
Fines totalling \$175 were imposed,
with the alternatives of three
months' and three weeks' hard
labour, the sentences to run con-
secutively.

The dangerous practice of Chin-
ese youths riding bicycles in a
negligent manner on the mainland
is continuing in spite of a recent
case before the Kowloon Magis-
tracy. Yesterday two other lads
appeared before the Court. One
was fined \$7 for zig-zagging on the
right-hand side of Nathan-road,
whilst the other was mulcted in
the sum of \$4 for learning to ride
a bicycle in Nathan-road near the
Pohling Theatre. He was arrested
after he had disregarded a warning
to keep to the left, and frequented
thoroughfares.

Sir Thomas Inskip opened the
new Y.M.C.A. headquarters, cost-
ing £7,500, at Kingston, a few
weeks ago.

The Rev. W. J. House, the new
vicar of Copford, near Colchester,
has been appointed honorary canon
of Chelmsford.

The London Co-operative Society,
which has 270,000 members, pro-
poses to open 20 additional butchery
departments at various stores.

Accompanied by his three grand-
children, Lord Rosbery motored
from the Durdans, Epsom, to High-
field Farm, Epsom, to attend a
gymkhana.

The funeral of Mr. George Offer
(101) a pioneer in the electrical
industry, who died on Easter Sun-
day, took place at Ladywell Ceme-
tery, Sydenham.

Trying to catch his cap, which
had blown off, Richard Hart (8),
of North-street, Folkestone, fell
down a cliff near the Warren and
died from his injuries.

The Portuguese Minister of Fin-
ance, General Sinel de Cordes, who
during March had been laid up with
illness, recovered and resumed his
duties at the Ministry last month.

To help in the making of a by-
pass road to London, the Marquis
of Lincolnshire has offered to the
Road Authority a large area of land
on the Marlow side of High
Wycombe.

The Prefect and Municipal
Council of Constantinople have
decided to invite the Ghazi to spend
the summer season this year in the
Palace of Dolma Bagtche, on the
Bosphorus, where he stayed last
summer.

Sir Austen and Lady Cham-
berlain and family visited the bul-
fields and the great flower-show at
Aalsmeer in mail week. In the
evening the Foreign Secretary was
entertained to dinner by the Ameri-
can Minister, Mr. Tobin.



Alexander Makar, new Russian
Ambassador to Mexico, where he
assumed his new duties. Amba-
sador Makar succeeds Mmo. Kilon-
tay, who represented Russia in
Mexico, but was forced to leave on
account of charges made against
her for spreading Bolshevism. It
is believed that Ambassador Makar
will not get into trouble as his
predecessor did.

The Portuguese Government has
issued an order prohibiting mining
research in Angola (Portuguese
West Africa), between Lat. 11 and
15 South and Long 20 and 24 East.
The prohibition includes all
minerals not mentioned in con-
cessions already granted.

At Rio de Janeiro, Charles
Nicholas, a professional dancer,
completed 240 hours' (eight days
eight hours) continuous dancing.
Large crowds watched him. His
only partners were his wife and
daughter. He covered more than
600 miles, and lost 20lb. weight.

A large tract of country in the
vicinity of the German-Dutch
frontier town of Nymegen has been
declared a "Nature Protectorate"
by agreement between the German
and Dutch Governments.

The Rev. C. C. Thornton, vicar of
All Saints', South Lambeth, has
been appointed vicar of St. Mat-
thew's, Surbiton.

Charged with theft before Mr.
W. Schofield, at the Kowloon Magis-
tracy yesterday, a young Chinese
told the Magistrate that he was an
orphan without work and of no
fixed abode. He admitted stealing
a pair of trousers at Hunghom to
raise money to buy food. His work-
shop ordered the accused to receive
seven strokes of the rattan and
suggested to the police that he had
should be taken to the Waifs' Club
in Hong Kong.

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**A WEEK'S PAPERS
IN ONE**

"OVERLAND CHINA MAIL"

**CHINA NEWS, LOCAL NEWS
AND ALL THE NEWS**

SEND IT HOME!

Fears for the safety of Britons and other foreigners in
Tientsin were revealed in a series of questions put to the Home
Government this week. Needless to say, the situation in
North China is attracting world-wide attention. The fact that
Sir Austen Chamberlain deemed it necessary to make a long
statement, and that Reuter cabled the proceedings at such
length, is indication that the matter holds the greatest interest.
But just as people in Hong Kong eagerly read every word sent
over the wire, so will friends at Home anxiously await news
from Hong Kong.

Full and exclusive information is reproduced in the
"Overland China Mail" this week. How each step led to a
slight but gradual decrease of the likelihood of hostilities is
described in detail.

Even without the Tsinan incident between the Chinese
and the Japanese, the fact that Tientsin is guarded by units of
the great Powers—if only as a precautionary measure—is
sufficient to make folks in other parts of the world wish to
know more about what is going on. Each stage is carefully
explained in the "Overland." The four terms presented by
the Japanese as the basis for settling the Tsinan clash, an
article throwing light on the vexed question of "Who Fired
First" and other items of topical interest will, as is the case
every week, be found in the current issue of the "Overland."

WHEN YOU GO ON LEAVE.

Hong Kong's spring exodus has begun. Are you going
Home on leave this year? If you are, you will be surprised
by the number of persons who will ask you about China and
Hong Kong. You will be astonished at the number and type
of silly questions put to you in all good faith. And you will
have to admit reluctantly (if only to yourself) that you are
not quite certain. Will you be believed, though? Keep in
touch with Hong Kong and China by having the "Overland
China Mail" sent to you for a stipulated period.

By spending a little time while you are on holiday, you
can keep yourself well informed if you have the "Overland."
The articles which you will seek are written to help non-
Chinese to understand. In any case, you will not regret, from
your own point of view, being posted with the main develop-
ments (reported in brief) while you are away.

READY TO-MORROW.

Mails close as follows:—

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SHANGHAI RACES.

DRAWN NUMBERS IN THE CHAMPIONS.

The runners in the Shanghai Champions last week were:—
Wheatcroft 1st, White Rose-
mary 2nd, Alligator 3rd, also
ran: Firefly, New Zealand, Pat,
Prettylight, Quiet Eve.
The numbers drawn in the big
sweeps were as follows:—

"A" Sweep.	
1.—Wheatcroft	21,353
2.—White Rosemary	28,560
3.—Alligator	49,411
Wedding Eve	6,739
Dowagiac	22,274
Sahara	46,721
Taurus	36,558
Geyserland	35,020
Novelist	14,084
Montrose	42,522
Firefly	9,469
Zanzibar	37,880
John Willy	17,570
Nuits St. Georges	10,935
Glencue	32,516
Coeur de Leon	37,853
Shellfire	30,354
Achilles	1,811
Quiet Eve	13,275
Stout Fella	38,374
Wynk	13,728
Frar Tuck	12,766
Pioneer	10,452
Prettylight	42,397
Le Polisson	18,055
Stembar	25,025
The Snake Bird	24,839
Cloverland	47,940
Jack Tar	27,021
Amendment	2,395
Shortly McGee	10,340
White Lodge	18,545
New Zealand	22,630
Easter Eve	19,290
MacKay	13,024
Oh Kay	48,412
Pat	19,883
Old Bill	43,963
Kilmory	22,880
Election Eve	4,374
The Field I.	47,580
The Field II.	4,139
The Field III.	8,990
"B" Sweep.	
1.—Wheatcroft	42,452
2.—White Rosemary	13,836
3.—Alligator	1,020
Wedding Eve	23,058
Dowagiac	27,331
Sahara	30,586
Taurus	41,800
Geyserland	32,647
Novelist	21,437
Montrose	35,716
Firefly	32,973
Zanzibar	32,914
John Willy	32,568
Nuits St. Georges	36,796
Glencue	40,104
Coeur de Leon	13,255
Shellfire	8,030
Achilles	23,305
Quiet Eve	12,523
Stout Fella	17,813
Wynk	17,554
Frar Tuck	19,515
Pioneer	28,129
Prettylight	15,168
Le Polisson	26,871
Stembar	15,370
The Snake Bird	19,426
Cloverland	17,550
Jack Tar	10,925
Amendment	31,379
Shortly McGee	36,253
White Lodge	5,558
New Zealand	39,135
Easter Eve	23,187
MacKay	12,027
Oh Kay	7,592
Pat	5,649
Old Bill	11,980
Kilmory	16,131
Election Eve	24,433
Fortissimo	29,350
Double Zero	602

LUCKY WINNERS.

BIG PRIZES IN SHANGHAI SWEEPSTAKES.

A BRITISH FIRM'S "JOSS."

The big prizes in the Shanghai Champions sweepstakes this spring were all distributed in Shanghai, for the first time in many meetings, so far as could be ascertained last Thursday.
Captain Evans of the Norwegian steamer "Gutalof" and a Russian named Demetreeff were winners of prizes in the "B" sweeps, which amounted this year to nearly as much as those in the "A" category.
First prize in the "A" sweeps went to a Chinese employee or group of employees in a British firm, the winning ticket having been bought by one of the leading members of the Race Club.
Bought Just Before Race.
Another British member of the Race Club claimed the second prize in the "A" sweep. The third share in the half million dollar prize money went to an American lady resident of Shanghai.
The winning ticket in the "B" sweeps, Number 42542, was bought only a short time before the running of the Champions race, to the disappointment of many thousands who had claimed exchange broker.

NEWMARKET STAKES.

DERBY FAVOURITE ROMPS HOME.

FAIRPLAY'S FEAT.

London, Yesterday.
Lord Derby's Fairplay, which is favourite for the Derby, won the Newmarket Stakes to-day over one mile and a quarter easily by two lengths.

The Duke of Portland Wheeler was second and a horse owned by Lord Lonsdale third.—British Wireless Service.

CLAPTON F.C.

HISTORY OF FIFTY YEARS—NOT OUT.

Fifty years of football history were represented by the company which attended the dinner to celebrate the jubilee of the Clapton football club. Mr. W. R. Davis, who, as a schoolboy, founded the club half a century ago, was there, and among the old members were players famous in former days, several possessors of two Amateur Cup medals.
Mr. F. K. Harvey, the president, who occupied the chair, was a forward in the team which won the cup twice in three seasons, and among the speakers was Mr. J. J. Bayley, who was full-back in the same period, two decades ago. The older members included Mr. R. H. Clark, one of the finest half-backs of his day, and the first player to receive a London cap and badge, while the present team was represented in the musical part of the programme in Jack Ford, the centre-forward, who is a well-known baritone.

A Lead to the Clubs.
Mr. F. J. Wall, the secretary of the Football Association, who was one of the guests, took the opportunity to give a lead to clubs on the question of matches with Continental teams.

The F.A., he said, was determined not to be associated with the movement for permitting payment for broken or lost time. The word "cant" and "humbag" had been hurled at us from across the water, but the Football Association intended to endeavour to maintain the true spirit of amateur sport within the dictionary meaning of the word "amateur," which, he added, "is the same in all languages."
"But," he went on, "if Continental clubs desire to play matches with English clubs either in England or abroad, our permission will be given. If there is any alteration in the policy of past years the objection and boycott must come from the other side."

BEVIL RUDD.

FAMOUS OLD BLUE IN THE OLYMPICS?

Bevil Rudd, the famous South African and Oxford athlete, is trying to come with the South African Olympic team to this year's games. He has been living at Kimberley for a long time and it will be remembered that quite recently his sister Dolores became engaged to Mr. Cyril Tolley, the ex-amateur golf champion.
Since his return to South Africa Mr. Rudd has married and has an infant daughter. These family considerations may keep him away from Amsterdam, but it is to be hoped that he will come, for no athlete was more popular in England when he was running in England.

"BIG" GOLF.

STARS FAIL IN MONEY TOURNEY.

Leeds, Yesterday.
In the qualifying stage of the 36 holes 1,000 guineas professional golf tournament the Americans Nabholz (152) and Melhorn (153) the Argentine Jurado (155), and Mitchell, Herd and Havers (152) all failed to qualify, the highest qualifying return being 151.—Reuter.

WOMEN'S GOLF.

YORKSHIRE CHAMPION'S SUCCESS.

Hunstanton, Yesterday.
In the fourth round of the Ladies' Open Golf Championship Miss Wragg, the Yorkshire Champion, beat Miss Glenna Collett, the American, by 3 and 2.—Reuter.

that the winning ticket was in their pockets many days before the race.—"China Press."
The Captain John Evans referred to is said in another paper to be a veteran of the P. & O. tender "Gutaloff."
Another account says that the first prize in the "A" sweep went to the disappointment of many thousands who had claimed exchange broker.

RUGBY PUZZLE.

GETTING THE BALL INTO THE SCRUM.

HOOKERS AND HEELERS.

(By H. P. Marshall.)

The ball is in trouble again; it has apparently been strangely reluctant to enter the scrum and stay there. At the annual dinner of the London Society of Referees the accusation was made by Vice-Admiral Roys and Mr. James Baxter, and they should know, for their duties as selectors cause them to watch a surprising number of games during the season.

There certainly has been difficulty in getting the ball into the scrum; even the ordinary follower of the game will agree to that. Four and five times it goes in and comes flying out again at the side immediately, and any forward will tell you how infuriating it is to push and heave and swing in that scrum to so little purpose.

It is curiously difficult to find a remedy for this evil, and it is almost as difficult to find the real cause. An old international player was telling me the other day that some twenty years ago, when he played for England, no such trouble arose, and I think that must be due to a changed conception of heeling. Nowadays back-row forwards, since they harass the stand-off half as well as the scrum-half, have made speed the dominant factor in attack, for the ball must be heeled fast and cleanly if the scrum-half is to give his stand-off half vital time and space for initiating the attack.

Thus it is that heeling is the hub of the game, and front-row forwards, realising their responsibilities, make every effort to secure the ball.

Of course, they always made every effort, but I feel that twenty years ago they were content to let the ball come in and then have a go at it, whereas now the rivalry for the ball has become such an obsession that they want to be after it almost before it has left the scrum-half's hands.

Suggested Remedy.

Since this is so, what is the remedy? This same international player suggests that the ball should be put on the ground in the scrum between the two front-rows and that they should not be allowed to hook for it until the referee blew his whistle.

That is interesting, and I hesitate to argue against it before I have seen it tried, but it does seem to me that as it would be impossible to know when to push just before the referee blew his whistle the hooking would perforce be simply a sort of frenzied scrapping between the two front rows, and the ball would only dribble out slowly.

After all, fast heeling is a slick affair, a combination between scrum-half and scrum-leader whereby the pack heaves, and the ball comes in and is immediately swept backwards by the hooker and helped in its passage by the forward impetus of the scrum. I feel that it would be very difficult to do this from a stationary start.

There have been other suggestions made, and one of them is that the foot forward rule should be abolished, so that the front row should be ready to trap the ball as it comes in. I wonder. Here again trial is necessary, but I think that we should merely have the ball bouncing out of the forest of legs.

Again, it has been suggested that hookers should only be allowed to use the foot forward from the side on which the ball is put in, but this would surely only lead to hookers turning toward the ball and getting the far foot just as much across as they are legally entitled to get the near foot. It is all very perplexing, and perhaps my readers have some suggestions to make.

Personally, I think that the present rules are good enough provided they are most strictly applied. If all referees, as the good ones do, would penalise the slightest infringement of the scrumming laws right at the beginning of the game, they would so alarm the hookers that the ball would certainly be allowed to come in.

Finally, this desire to get the ball into the scrum has nothing whatever to do with improving the game as a spectacle; it is solely concerned with making it run more smoothly for the players, for that is the only consideration which will ever cause any amendment of the laws.

Magdalen College School beat St. Edmund's Hall in a cross-country race at Oxford by 26 points to 29. Powell, Magdalen College School, was first home, covering the course of 5½ miles in 24 min. 22 sec.

F. G. B. Willis (Boarder) won the cross-country race at King's School, Rochester, in 20 min. 52.2 sec., which was a school record for the course of 3½ miles.

The annual athletic competitions for the Public Schools Challenge Cup were held at Stamford Bridge, Fulham, on April 13 and 14.

TEASERS.

Answers to To-day's Questions.

1. "Justice" is represented by a blindfolded woman holding a sword in one hand and scales in the other.
2. New York time is approximately five hours behind average British time; thus when it is 7 p.m. in London it is only about 2 p.m. in New York.

3. "Honi soit qui mal y pense" is the motto of the Order of the Garter, instituted by Edward III. in 1348.

4. The swastika, a symbol formed from an equal-armed cross, the extremities of the arms being bent uniformly at right angles, was first used by the Aryan inhabitants of Southern Asia, now generally associated with India.

5. Roy Kilner, the famous all-England cricketer, who died recently, played for Yorkshire.

6. The title of "Countess" is borne by the wife of an Earl.

A NOTABLE "REF."

THE RETIREMENT OF MR. T. H. VILE.

Mr. T. H. Vile refereed the international Rugby match between England and Scotland at Twickenham this year. In all probability this was the last big engagement of which Mr. Vile had charge. The famous referee has announced his intention to retire. Despite the honours showered upon him as player and referee in the British Isles, Ireland, France, Australia, and the Argentine, Mr. Vile is shy and reticent, and it is with the greatest difficulty that he can be persuaded to talk about himself.

"I have been so long connected with the game that I almost shudder to think what I shall do without being so actively associated with it," he said, "but I feel that the time has arrived when I should devote more time to business."

Enormous Sacrifices.

Mr. Vile has made enormous sacrifices for Rugby football, both in his playing days and during his refereeing when three or four engagements a week were common to him. He has always kept himself thoroughly fit, and when the question of fitness was mentioned to him he exclaimed:—"My view is that a referee to do justice to himself and to the players must be as fit as the players themselves. If a referee is not up with the game he is not doing his duty. He should be in a position to see everything humanly possible."

"You introduced distinctive garb for referees. I believe?" queried the Press representative. "Well," replied Mr. Vile, "I think I can claim that distinction. I felt as a player sometimes confused, and when I took up refereeing I made up my mind that in the best interests of all, myself included, I ought to be dressed so differently from the players on either side that no possible confusion could arise. I think every player will agree with a distinctive dress for referees."

Telling the Players.

Another innovation of Mr. Vile's was that of informing players de-

finitely why he blew his whistle and stopped the game. "It is difficult sometimes," he said, "for players to realise why play is stopped, and I have known players become very ruffled because they believed referees had not acted correctly in stopping play. My view was that there was only one way to overcome this antagonism sometimes shown towards referees, and that was to say quickly and with emphasis for what I penalised. That, I think, is a thing which all referees should do. In my playing days I remember a famous internationalist asking a referee why he penalised him frequently. The official refused to reply and threatened to send the player off if he questioned his decision further. That is against the spirit of the game. A referee is not a schoolmaster or a law unto himself, and I feel it is the referee's duty to indicate offences. It helps play, and if the referee gives his reasons for a stoppage, without being asked it prevents all arguments."

A Distinguished Record.
Mr. Vile will be greatly missed on the football field, but he retires in a halo of glory. He has been introduced to and refereed before Royalty. He has officiated at the biggest games played, and he was signally honoured when chosen to act as the official referee to the British touring side in the Argentine, where he quickly became a favourite with players and crowds.

Mr. Vile will go down in Rugby history as a good player with an international reputation. He played at half-back eight times for Wales. He visited Australia with the British team, and had to decline a second invitation to go to Australia and also to South Africa. He played against the New Zealanders, the South Africans, the Australians, and the Springboks in this country, but he will best be remembered by the real student of the game for his many services to schools, colleges, and universities.



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Oxford's great improvement this season was due in some measure to his advice, and for some seasons he has been sought out by the respective Cambridge captains prior to the University matches.

An Outstanding Performance.
Mr. Vile's outstanding performance as a referee was to officiate in one season at four international matches, the University match, a semi-final and the final of the Hospitals' Cup and the Army Rugby Cup, the Rugby County Championship final, Woolwich v. Sandhurst, and the final Welsh Trial Match. Many of the leading public schools have benefited by his instruction and advice, and efforts are being made to persuade him at least to continue his efforts in this direction, even though he gives up refereeing ordinary club games.

"Possibly I will do this," he said, "because my heart is still in Rugby football." It is understood that Mr. Vile is now engaged in writing a book of reminiscences, and it will undoubtedly be warmly received.

With reference to the charge of the theft of mangoes, brought against an Indian constable, as reported elsewhere, the accused when asked if he had any questions to ask one of the witnesses, said quite a lot in Hindustani to the Indian Interpreter.

This brought a stern order from the Magistrate to the accused "to ask questions and not make a statement."

Mr. Wodehouse, who prosecuted, interposed and informed his Worship that the accused was asking a question.

Mr. Lindsell: Oh! It didn't sound like a question, anyway!

Lord Marshall has presented to Wesley's Chapel, City-road, a copy in oils of the portrait of John Wesley by Hone, in the National Portrait Gallery.

MONEY & SHARES.

TO-DAY'S QUOTATIONS.

On London—	
Bank, Wire	2/- 3/4
Bank, on demand	2/- 13/16
Bank 30 day's sight	2/- 13/16
Bank 4 months' sight	2/- 13/16
Credits, 4 months' sight	2/- 13/16
Documentary 4 months' sight	2/- 13/16
On Paris—	
On demand	1282 1/2
Credits, 4 months' sight	1357 1/2
On Berlin—	
On demand	—
On New York—	—
On demand	50 1/2
Credits, 60 days' sight	52 1/2
On Bombay—	
Wire	137 1/2
On demand	137 1/2
On Calcutta—	
Wire	137 1/2
On demand	137 1/2
On Singapore—	
On demand	89 1/2
On Manila—	
On demand	101 1/2
On Shanghai—	
On demand	77 1/2
30 day's sight (private paper)	—
On Yokohama—	
On demand	107 1/2
Gold Leaf, 100 fine (per taal)	—
Sovereigns (Bank's buying rate)	9.35
Silver (per oz.)	27 1/2
Ho Silver in Hong Kong	—
Chinese Copper Cash nom.	3% Prem
Chinese Copper Cent 6% prem	—
Rate of Native Interest	7% p.a.
Chinese Sub. Coin 32 1/2% dis.	—
Hong Kong Sub. Coin par.	—

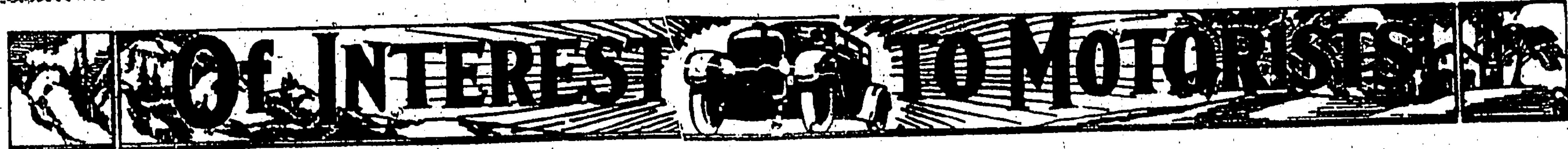
THE SHARE MARKET.

Stock	Hong Kong Stock Exchange.
T.T. on London	2/- 3/4
T.T. on Shanghai	77 1/2
Banks.	
Hongkong Bank	\$1280 b
Chartered Bank	\$2134 b
Mercantile A. & F.	\$2134 b
do. C.	\$2134 b
P. & O. Bank	\$2134 b
Bank of East Asia	\$76 n
Insurance.	
Canton Insurance	\$300 s
Union Insurance	\$300 s
North China Insurance	\$1140 s
Yantai Insurance	\$1140 s
China Underwriters	\$2134 b
China Fire Insurance	\$220 b
H.K. Fire Insurance	\$750 n
Shipping.	
Donghai	\$40 s
H.K. Steamships	\$2134 s
H.K. Tugs & Lighters	\$2134 s
Indo-China (Pref.)	\$37 b
do. (Def.)	\$37 n
Shanghai Transports	\$37 n
Water-works	\$204 n
Mining.	
Benguet	\$14 n
Kailan Mining Ad.	\$60 b
Langkato (Combined)	\$1134 n
do. (Single)	\$1134 n
Shanghai Explorations	\$2134 n
Shanghai Loans	\$73 n
Sauha	\$4 n
Tromb Mines	\$176 n
Docks, Wharves, &c.	
H.K. Godowns, &c.	\$130 b
H.K. & W. Docks	\$41 s
China Providents	\$54 s
Hongkong	\$1169 s
New Engineering	\$5 n
Shanghai Docks	\$1111 b
Cotton Mills.	
Ewo Cottons	\$78 b
Oriental Cottons	\$220 s
Shai Cottons (Old)	\$75 s
do. (new)	\$75 s
Lands, Hotels & Bldgs.	
H.K. & S. Hotels	\$840 b 3/4 s
Hongkong Lands	\$63 1/2 b 3/4 s
Shanghai Lands	\$114 s
Humphreys Estates	\$144 n
Hongkong Realities	\$8 1/2 b 3/4 s
R.K. Territorials	
Public Utilities	
H.K. Tramways	\$244 s
Peak Tram (old)	\$134 s
do. (new)	\$84 n
Star Ferries	\$84 n
China Lights (comb.)	
do. (old)	\$1140 s
do. (new)	\$1140 s
do. 1928 issue	\$74 n
H.K. Electric	\$604 s
Macao Electric	\$204 b
H.K. Telephones	\$44 b
China Buses	\$74 b
Singapore Tractions	\$74 b
Industrials	
China Sugars	\$34 n
Maabon Sugars	\$244 n
Canton Ices	\$4 n
Cement (comb.)	\$34 s
do. (old)	\$130 n
do. (new)	\$130 n
H.K. Ropes (old)	\$74 s
do. (new)	\$190 b 2 1/2 s
United Asbestos	\$10 n
Stores, &c.	
Dairy Farms	\$224 s
Watson	\$14 n
Der A. Wings	\$50 n
Lane, Crawfords	\$34 n
Macintosh	\$20 n x div.
Sincere	\$34 n x div.
Wm. Rowlands	\$8 n
Miscellaneous	
H.K. Amusements	\$28 b 2 1/2 s
H.K. Constructions	\$14 s
B. Ind. G. Bonds	\$24 n
H.K. Govt. Loans	5% Prem. n

HONG KONG HEIGHTS

For the information of visitors the following list of some of the highest points on the Island and Mainland is published:—

Island.	Feet.
Victoria Peak	1823
Signal Station	1774
Mt. Parker	1734
Mountain Lodge	1725
The Eyrie	1725
Peak Hotel	1305
Talkoo Sanatorium	1000
Mt. Davis	877
Bowen Road (Alteredbeds)	297
Mainland.	Feet.
Taimoshan	3124
Kowloon Peak	1971



B.S.A.

**POWER with SILENCE
SPEED with SAFETY**

In the Stock Machine Trial for standard machines selected from stock by A.C.U. officials B.S.A.'s won

**4 GOLD MEDALS and
TEAM PRIZE
DUNLOP TROPHY**

Premier Award in the M.C. and A.C. Dunlop Trophy Trial won on B.S.A. 4.93 h.p. O.H.V. (W. Johnson)

Also won on B.S.A. in 1926.

**B.S.A.'s won the
COLMORE
CUP**

**2 years out of 3—in
1926 and 1928**

In the Victory Cup Trial B.S.A.'s won

**Frank Hallam Cup
Watsonian Team Prize**
For 2nd year in succession
6 GOLD MEDALS

TEAM PRIZE

**for 5th year in succession and
3 GOLD MEDALS.**

In the recent A.A. Silence Test, every one of the 15 models in the B.S.A. range (including 2 O.H.V. specially tuned models) was tested by A.A. engineers and awarded the A.A. Silencing Efficiency Certificate.

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BUICK.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
CADILLAC.—Hongkong Hotel Garage, Queen's Road. C.4759.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4759.
CHRYSLER.—A. Lung & Co., 19, Queen's Road, C. Tel. C. 1219.
MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4759.
OAKLAND.—A. Lung & Co., 19, Queen's Rd., C. Tel. C.1219.
OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
PACKARD.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
PONTIAC.—A. Lung & Co., 19, Queen's Road, C. Tel. C. 1219.
ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. C.4759.
SINGER.—Gilmann & Co., 4a, Des Vœux Road Central.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4759.
WHIPPET.—Gilmann & Co., 4a, Des Vœux Rd., C.
WILLYS-KNIGHT.—Gilmann & Co., 4a, Des Vœux Road Central.

MOTOR TRUCKS AND TRACTORS.

- CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4759.
G.M.C.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4759.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4759.

MOTOR CYCLES.

- B. S. A.—The Sincere Co., Ltd., Des Vœux Road. C.1067.
ROYAL ENFIELD.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.

TYRES AND ACCESSORIES.

- ACCESSORIES.—Hong Kong Hotel Garage, Queen's Road. C.4759.
ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. K.228.
AUTO-TOTAL FIRE EXTINGUISHERS.—Keller, Kern & Co., Ltd., 16-19, Connaught Road, Central.
COLUMBIA BATTERIES.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
FIRESTONE TYRES.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
MILLER ACCESSORIES.—A. Lung & Co., 19, Queen's Rd., C. Tel. C.1219.
MILLER TYRES.—A. Lung & Co., 19, Queen's Rd., C. Tel. C.1219.
PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. C.4759.

PRICE STANDARDS.

TWO WIDELY SEPARATED GROUPS.

THE WILLYS-OVERLAND.

Two equally striking moves by the American manufacturer, Willys-Overland, marked the early developments in motordom this year. The sensational price drop on the Whippet which was announced in January and the introduction of a third model to the Willys-Knight line of six-cylinder cars at the lowest price ever set on any Willys-Knight, have focussed attention everywhere on this organisation.

The sales records achieved here by the Whippet since the present prices were announced have been outstanding in their relation to general motor car sales in the low price range.

The reception of the Willys-Knight Standard Six has resulted in a heavy demand for this car on the part of a vast number of motor car buyers who find in the low prices set on this model their first opportunity to buy a car with a Willys-Knight double-sleeve motor.

Distinctive Features.

In both these cars—Whippet and Willys-Knight Model '56'—distinctive features of design and equipment are offered. The Whippet is particularly noticeable for its perfected body lines and full equipment.

The new, low-priced Willys-Knight displays an unusual amount of room in a car of its price, novel creations in body lines and body decorations and is equipped with a non-breakable steering wheel, foot control of the headlights and dimmers, and a new and highly decorative instrument board panel.

A notable indication of what is being done in the construction of Knight sleeve valve power plants recently, is shown in the fact that 26 European manufacturers have come to this type of engine in the few months' time elapsing since the expiration of the Knight patents in Europe. Up to the expiration of these patents in Europe, there were only a few makers licensed to manufacture a Knight sleeve valve motor.

Present builders include the finest and highest priced motor cars in the world. The Knight sleeve valve motor has in fact been the accredited power plant for the official cars of Royalty and nobility for many years.

In America the Willys-Knight factory makes by far the greatest number of cars of this superior type. Since the first announcement, three years ago, of a six cylinder Willys-Knight car that company has enjoyed a constant and rapid increase of sales. They have long recognised a demand for this type of motor car at a moderate price—and their unprecedented manufacturing facilities have, at the beginning of this year, enabled them to meet that demand with the Model '56' Willys-Knight.

DRIVING IN TRAFFIC.

The recent flat against reversing within three miles of Charing Cross is the last straw for provincial car owners already harassed by the multitude of new traffic regulations in London, and many are frankly giving up using their cars for trips to town. But the plan of leaving the car at a suburban garage and continuing the journey by train, tram or bus, is not satisfactory with people who wish to go to a theatre and leave late, and the consequence is that more and more make the whole trip by rail. The same conditions obtain in many other large towns.

Some time ago, says "The Light Car and Cyclecar," it was hinted that traffic considerations might lead to private cars being banned completely from the centre of London. As far as provincial motorists are concerned, circumstances are already beginning to impose this embargo.

MOTOR MARKETING WAR.

Because he does not think tariff barriers can keep American motor car trade within bounds, Signor Mussolini foresees special agreements between the European Governments and motor manufacturers to promote the lowering of motor car prices. "The Autocar" this appears a mingling of quixotic with a Utopian idea.

NOW THIRD.

HOW CHRYSLER HAS PROGRESSED.

THE NATIONAL SHOWS.

When one sees a new "January" looming up on the calendar, he unconsciously leans back to get a fresh perspective on the trail over which he has come, and on the road ahead.

Surely, then, no more fitting use could be made of this turn-of-the-year issue of the "Chrysler News," which usually serves as a month-to-month chronicle of the activities of Chrysler drivers in all parts of the world, than to reverse the spotlight for a summary of the factory's progress during the past twelve months as expressed in new automobiles, and to gauge the degree of popularity which the cars have won and are now enjoying.

Such an inventory of progress must necessarily concern itself first with the position which Chrysler has achieved in the ceaseless striving of all automobile manufacturers for public favour. Comparison brings out the startling fact that Chrysler, having forged ahead from twenty-seventh place to fourth place in less than three years, has now, in the company's fourth year of existence, swept on into third place.

This amazing advance was revealed by the drawings for space at the 1928 Automobile Shows. Every year the National Automobile Chamber of Commerce determines space preference at the National Shows held in New York and Chicago on the basis of each company's dollar volume of sales for the twelve months ending July 1, preceding the Show period. Among all members of the National Automobile Chamber of Commerce, only two other makes of cars, each far longer in the automotive field, still remain above Chrysler.

In the twelve months ending July 1, 1927, the sales period which determined the order of space preference for the 1928 Shows, Chrysler sold 193,750 cars, representing a total of \$275,000,000 paid for its products by the public. In the forty-two months ending on that date, Chrysler automobiles were built and sold to the number of 588,000 with a total value of \$887,000,000. Think of it—well over three-quarters of a billion dollars paid by the public for a make of car unheard of, non-existent, five years ago!

In all the fascinating history of the automotive business, now the world's largest industry, there is no parallel to the growth in public preference for Chrysler automobiles in the four short years since Walter P. Chrysler decided that the vehicle which he and his corps of engineers had developed and perfected was truly worthy of bearing his name.

The appearance of Chrysler in third position at the 1928 National Automobile Shows is a fulfilment of a prophetic declaration made a year ago when Chrysler's advance to fourth place was announced. It read:—

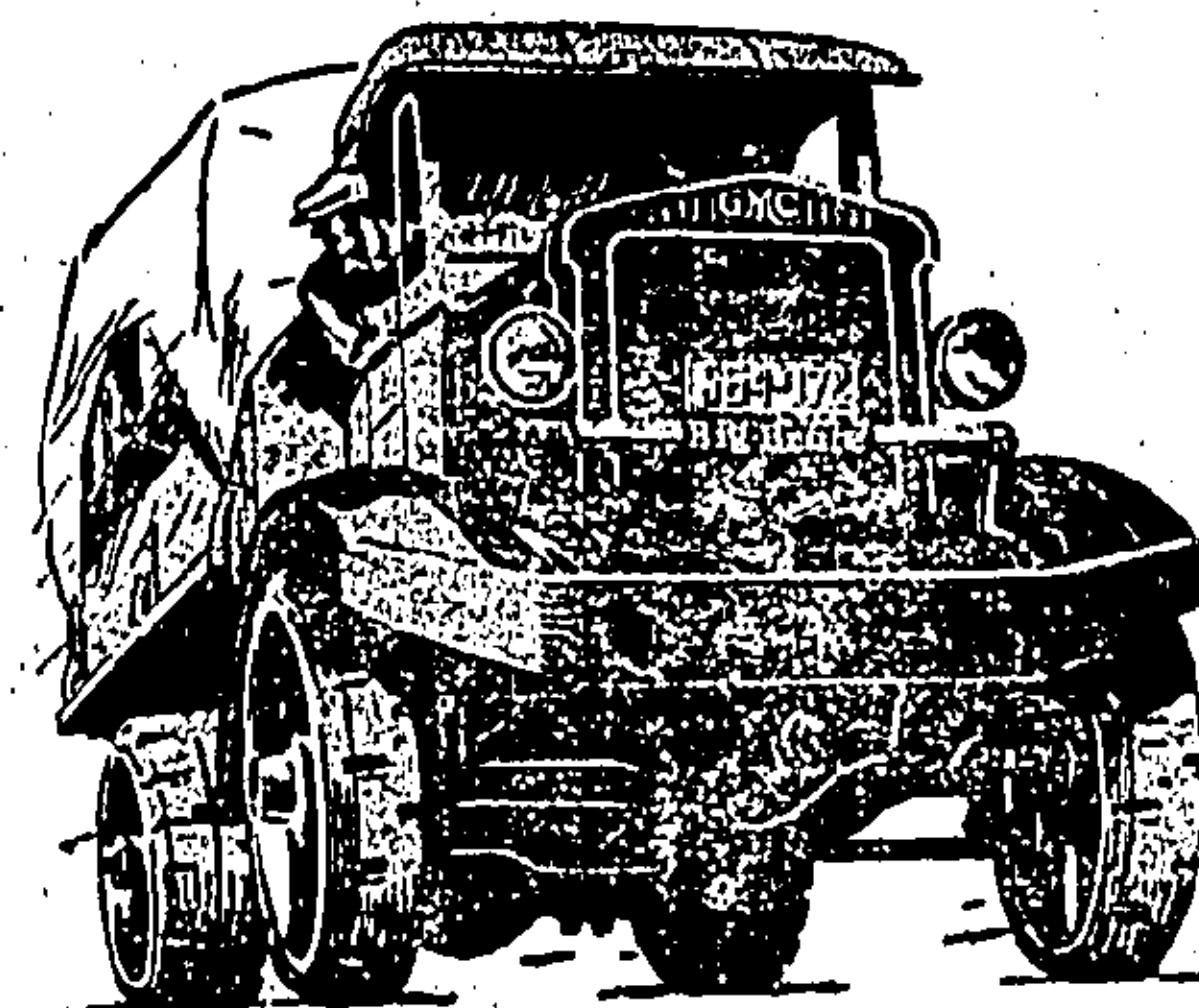
"It is the determination of Walter P. Chrysler and his organization so rigidly to apply the Chrysler principles of Standard Quality that fourth place in the industry will be merely a temporary stopping place—a momentary pause on the way to the higher place they will earnestly try to deserve in public esteem."

Through the closing words of that statement, one gets a true conception of the guiding thought and driving force behind Chrysler's irresistible rise.

To win and hold public esteem by building superior motor cars, vehicles that offer both outstanding beauty of appearance and completely satisfying performance, has been the one aim of the company. Millions of dollars have been "saved" by dispensing with research work and the development of new engineering features, by following the lines of least resistance and employing obsolete production equipment and methods, by establishing less rigorous limits in precision and inspection, by permitting the use of materials which were "just as good" when judged by ordinary standards. "All these practices could have been allowed and cars of a type and quality that you know as Chryslers."

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GENERAL MOTORS TRUCKS



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to
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10 and 15 tons

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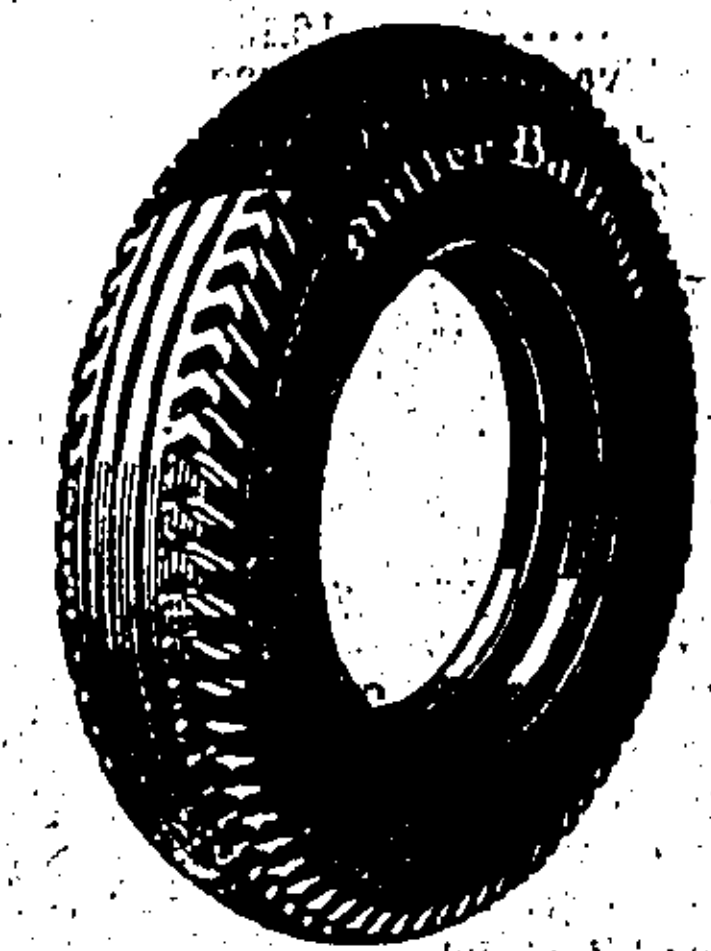
With nine-speed transmission—and enormous reserve power, General Motors Trucks and Tractors have set the standard for heavy duty performance. Full range of capacities and prices. Investigate this most complete line, before you buy!

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If you knew all there is to know about building tires—and had at your disposal the great resources of a tire plant as large and complete as the Miller plant—we'll wager you would build a tire just about like Millers.

The reason so many motorists buy Miller Tires and stay with them year after year is because Miller Tires stay with the motorist longer than any tire we know of. Mileage, of course is what you are looking for. Mile for mile, in any kind of service, over any kind of roads we'll match Millers against the field. And our reputation as square dealers stands back of that statement. You'll find the proof in the extra miles and greater service you get from Miller Tires. Buy them now. Our prices can't be beat.

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CHRYSLER GROWTH.

CONTINUOUS PLANT EXPANSION.

KEEPING UP WITH DEMAND.

Chrysler factories, which are classed today among the most modern, efficient and completely equipped in the automobile industry, have been developed by a rapid but steady expansion campaign during the last four years.

To-day the plant equipment of the Chrysler Corporation comprises 12 great units in the United States and Canada, with a floor area of more than 100 acres. The challenge for every foot of floor space which has effected this rapid expansion is continuing to force the way for more additions. Several of these are already under way.

In January, 1924, when Walter P. Chrysler announced the first of the cars to bear his name, two groups of buildings represented the entire plant equipment. Their combined floor area was less than 53 acres.

In addition to the 12 Chrysler plants in the United States and Canada, Chrysler interests are being forwarded by the Societe Anonyme Chrysler, at Antwerp, Belgium, and the Chrysler Company M.B.H. at Berlin, Germany.

Chrysler's Highland Park plant is one of the largest manufacturing establishments in the Detroit industrial area. With a capacity of approximately 1,000 cars a day, it has a floor space of 1,355,000 square feet and covers 53.60 acres. It houses the company's general offices and in it are built the "52" and "62" models, which have been rolling up an unprecedented record of sales since their introduction last August.

One of the Finest.

The Jefferson Avenue plant in Detroit ranks as one of the finest manufacturing establishments of any type in the country. It covers 36.88 acres, and has 917,450 square feet of floor space. Here the new 100 horsepower Imperial "80" and the illustrious New "72" are built, as well as all Chrysler hydraulic four wheel brakes.

Across the street from this plant is the Chrysler Kercheval Avenue body plant, with floor space of 637,619 square feet. It is especially designed for body manufacturing. The progressive stage conveyor system employed throughout not only eliminates the high cost of manual handling but insures the utmost efficiency in building a quality product.

The company's own forge and machining plant is at New Castle, Ind. It covers 65.70 acres, and is equipped with the most modern blast furnaces and heat treating apparatus.

At Dayton, Ohio, Chrysler maintains what it believes is the most complete service parts depot operated by any automobile producer. This plant covers 22.52 acres. In it is installed a permanent record containing the specifications of every Maxwell, Chalmers and Chrysler car ever built, as well as a constantly refilled stock of every part of all these cars. Its central location to the great centres of population gives dealers and owners of every car ever made by these three companies rapid service for every part.

The Chrysler Corporation of Canada, Limited, a subsidiary corporation is at Windsor, Ont. Acquisition of additional factory space within recent months has expanded its area to 358,278 square feet of floor space, equipped with the most modern machinery and other facilities.

In line with its policy of continuous expansion, and to meet increased demands created by the introduction of the new Imperial "80," Chrysler, during 1927, took over additional factory floor space at Maybury Grand and Hancock avenues, Detroit. Here it manufactures and assembles its own custom bodies for that car. The acquisition represents an addition of 120,484 square feet to the company's floor space.

The latest addition to its building programme is a four-story structure for the engineering department. It is now nearing completion. It will include offices for the engineering executives and will provide improved facilities for automobile research experiments and tests. Among its unusual features will be an ice plant, with which cars can be tested under all conditions of temperature and humidity; dynamometer test rooms for exhaust systems underground; an air washing system, chassis roll testing machinery, hydraulic lifts for car observation and complete facilities for mechanical, physical, electrical and metallurgical laboratories, experimental machine shop, design, drafting, experimental body building, painting departments and test and experimental garages.

GEAR CHANGING.

MASTERING A FINE ART.

KNOW YOUR CAR.

In its day the gear box (as we know it) has been the object of much adverse criticism. Yet, although its mechanical principles may not be so far advanced as those of various other chassis components, it has served its purpose very well. As an object of abuse it has suffered far more at the hands of inconsiderate drivers than by the pen of technical experts. Even in these days of comparatively simple gear changing, it is not the majority of drivers who can, or do, make a good, clean change from one gear ratio to another. Bad gear changing and bad driving are one and the same thing, because anyone with the least desire to become accomplished at the wheel will take the trouble to master the operation of the gear lever. After all, your modern gear box does not demand exceptional skill in manipulation. Here I make a momentary diversion.

It has frequently occurred to me that car manufacturers might well issue a simple and concise motoring manual with every car they sell. Throughout its pages it would be necessary to refer only to such practice as is followed in the manufacture of that model. That is, if a cone clutch be employed, only the principles of that type need be discussed under the heading of clutch employment. The present manufacturer's manual, as a rule, deals more particularly with adjustments, and even such instructions are not always clear nor comprehensive. I suggest that the working principles of the car, from first to last, should be discussed, and that every purchaser (whether an old hand or a new one) should be advised how to treat his car. To carry the suggestion a step further, the observing of these "rules" might be stipulated under the manufacturer's guarantee. This latter point is one for the manufacturer to consider for his own interest, but so far as the "better driving" movement is concerned, the motoring community in general would benefit considerably—and, for that matter, so would other users of the road.

The Purpose of the Gear Box.

It was the vexed question of skillful gear-changing which summoned up this old contention of mine. Quite recently I was talking "shop" to a motorist whose term of apprenticeship to the pastime can be gauged from the fact that his registration number occupies less than half the space required by the present figures. That is as far as I may lead you to his identity. During the conversation he dropped a few words, simple in themselves, which, nevertheless, signified his ignorance of the fact that the gear box constitutes a positive form of drive between the clutch shaft and the back axle. He also entertained the idea that "neutral" was an ingenious means whereby the gears could be put temporarily out of commission; whereas, the fact is that "neutral" is the natural or normal condition, while the gear box is a means to an end. A positive drive is effected (a) by the meshing of precisely-cut gear wheels for the engaging of the lower gears, and (b) for top gear (usually) the engagement of one shaft with another so as to form a direct drive between the engine and the back axle.

In gear-changing, the most common mistake is to hurry the operation. Acceleration or braking effects depend, in a large measure, upon the dexterity of the driver. Not so gear-changing; for the speed with which a change is to be made must be governed by a chain or sequence of mechanical operations, and there is only a portion of this sequence over which the driver can assert independent action. Many modern cars are fitted with what is called a clutch stop, its purpose being to put a brake on the clutch shaft whenever the clutch pedal is fully depressed. In moving from stationary the driver forces out the clutch and pauses momentarily to allow the gear-wheel connected (via the lay shaft) to the clutch shaft to come almost to rest, and thereby to permit the pinion with which it is to be meshed to slide neatly and into its place. If the driver pauses too long he may experience difficulty in moving the gear lever into "first" position, because the first-named pinion will have to come to rest. In such circumstances it frequently happens that the teeth of the two pinions to be engaged do not dovetail, but coincide, because both wheels are at rest. This is when the average motorist loses some of his patience, and tries brute force. If you have hesitated in moving the gear lever and this coinciding occurs, the clutch pedal should be released slowly and slightly. This will permit the clutch shaft to rotate sufficiently for a quiet gear engagement to be effected.

The conditions are very different when a change from "first" to "second" is undertaken. In the first place, the propeller shaft is the turning. This means that the moment the clutch pedal is depressed you have both your pinions revolving. The one is being driven by the clutch shaft (via the lay shaft) and the other is being driven by the road wheels. At the instant of disclutching the former will commence rapidly to slow down, and the latter, being governed by the speed of the car, will scarcely alter by the time the gear-change is necessary, if the car be running on the level. What is now required in order to effect clean engagement of second gear is for the clutch-shaft-driven gear wheel to slow down until its rotary speed is precisely equivalent to that of the road-wheel-driven pinion. All very technical, I know, but none the less important. Silent operation of the gear lever can be ensured only by constant practice and diligent study of the conditions under which the gear box pinions are working. Otherwise you may manipulate them skillfully in normal circumstances, but the moment you have to make a sudden and unusual decision on a hill or in a traffic jam you may lose your nerve, and trip the gear teeth into the bargain.

In changing up from "second" to "third," and (when a four-speed gear box is fitted) from "third" to "fourth," the same conditions prevail, more or less, as in changing from "first" to "second."

The presence of a clutch stop facilitates a quick change and makes less reason for sharp acceleration between the gear change than otherwise would be the case. If no clutch stop is fitted a longer pause will be necessary between the depressing of the clutch pedal and the moving over of the gear lever to the next notch. Even with the clutch stop various degrees of effectiveness can be obtained by different pressures on the clutch pedal, and much depends on the normal braking effect itself. A pause is almost invariably necessary, even when a clutch stop is employed, but usually it need only be slight. Whether such a device be fitted or not, it should be remembered that a "late" change up is worse than an early one, although there may not be a great deal to choose between them. The point is that if the gear lever be moved over lightly, even though a fraction early, it will be in the "ready" position when the clutch-shaft-driven gear-wheel has slowed down to the correct speed for engagement with the other member; whereas if it be allowed to slow down past that point one may just as well apply the brakes and make a fresh attempt.

The Art of Being Prepared.

Without the assistance of a clutch stop the first-named gear-wheel will be inclined to spin for a considerable time. This is the stage at which the driver should play his part in the chain of events. He must understand his car—must learn just how long to pause for a given car speed. On the other hand, the driver must know exactly what is happening under the foot-boards—must understand the reason for everything. Otherwise a difficult road situation may not be improved by frantic efforts on his part. There are scores of motorists who can move their cars from stationary in a most accomplished manner, and discuss the political situation with a passenger during the process. But see any one of them climbing a hill, their passage suddenly obstructed, and a momentary halt made necessary! And yet, with the road wheels turning so much slower than on the level, gear-changing on an incline should really be simplified.

Mention has been made of the long pause usually necessary when no braking device is employed. By "double-declutching up" this pause can be considerably shortened. This idea is to use the engine as a clutch shaft brake. This is made possible by the following procedure, in which practice will first be necessary. Declutch, move the gear lever into neutral, release the clutch pedal momentarily, then declutch again and shift the gear lever into the next notch in the ordinary way. When changing up in this manner more care will be required on the lower gears than when shifting into "top." In any case, the pivotal thought in the mind of the motorist must be the necessity for the clutch-shaft-driven gear-wheel to slow down to a speed that will enable it to be meshed with the other.

"Changing down" has frightened many a man out of buying a car, and yet the laws which govern the operation are equally as simple as in "changing up." The chief difference lies in the fact that instead of the gear-wheels having to slow down before the lever is moved, they must be speeded up. A change down should be made much quicker than a change up, particularly when no clutch stop is fitted. But this does not mean that the operation must be performed hastily. The car may be travelling on the level, but if a steep decline is in sight, or the driver wishes to run the car into an awkward garage door, he

will require to change to a lower gear ratio which, in the first case, will give him perfect brake control, and, in the second instance, will reduce his speed without reducing the engine's delivered power. In these circumstances he declutches and moves his gear lever into the "neutral" position. So far, so good. The car is now coasting with the engine running, and all that is required is to engage a smaller layshaft gear wheel than that which has just been disengaged, with a larger main-shaft pinion. If top gear be four to one and second gear eight to one, it will be necessary (quickly) to release the clutch pedal and accelerate the engine to twice the speed at which it was running when the disengagement was made. But whatever the gear ratios may be, the laws which govern the operation are the same. What the driver must master is the correct engine speed (clutch shaft speed) for a given gear, at any given road speed. The gear lever having been shifted from "top" to "neutral," let us assume that the speedometer indicates a speed of 20 miles an hour. Releasing the clutch pedal, the driver should then accelerate the engine to the speed it would be running if the car were then actually travelling in second gear at 20 miles an hour. In racing cars, gear changes are made at such high speeds and such accuracy is necessary in synchronising engine and road-wheel speeds that the driver is usually provided with a revolution counter as well as a speedometer. With these devices at hand, he leaves nothing to chance. The moment he declutches, both dials register a slackening down of revolutions per minute—the revolution counter showing a rapid falling off, and the speedometer a much slower one—and when the critical moment arrives, in goes the next gear.

Know Your Car.

But with the average touring car it is a simple matter to accustom the senses to the various speeds of the engine, in relation to the various gears, and travelling at various speeds. And it must be remembered that with the lever in "neutral," acceleration of the engine will not accelerate the gear wheel unless the foot is off the clutch pedal. There is another important point which on no account should be overlooked. The driver must know the maximum speeds of his car in the lower gears. Too little attention is paid to this point.

Suppose, for instance, that the maximum speeds of a "3-speed" car are (1st) 20, (2nd) 30, and (top) 60 m.p.h. If the driver of such a car should attempt to change down from top gear to second when travelling at 40 miles an hour he will probably come to grief. And the same would apply if he tried to change from second to first at a speed of 25 miles an hour. Changes should, in fact, be made well below the maximum speeds of the several gears. For instance, in the case in question one should rarely think of changing from top to second or from second to first at greater speeds than 12 m.p.h. and 20 m.p.h. respectively.

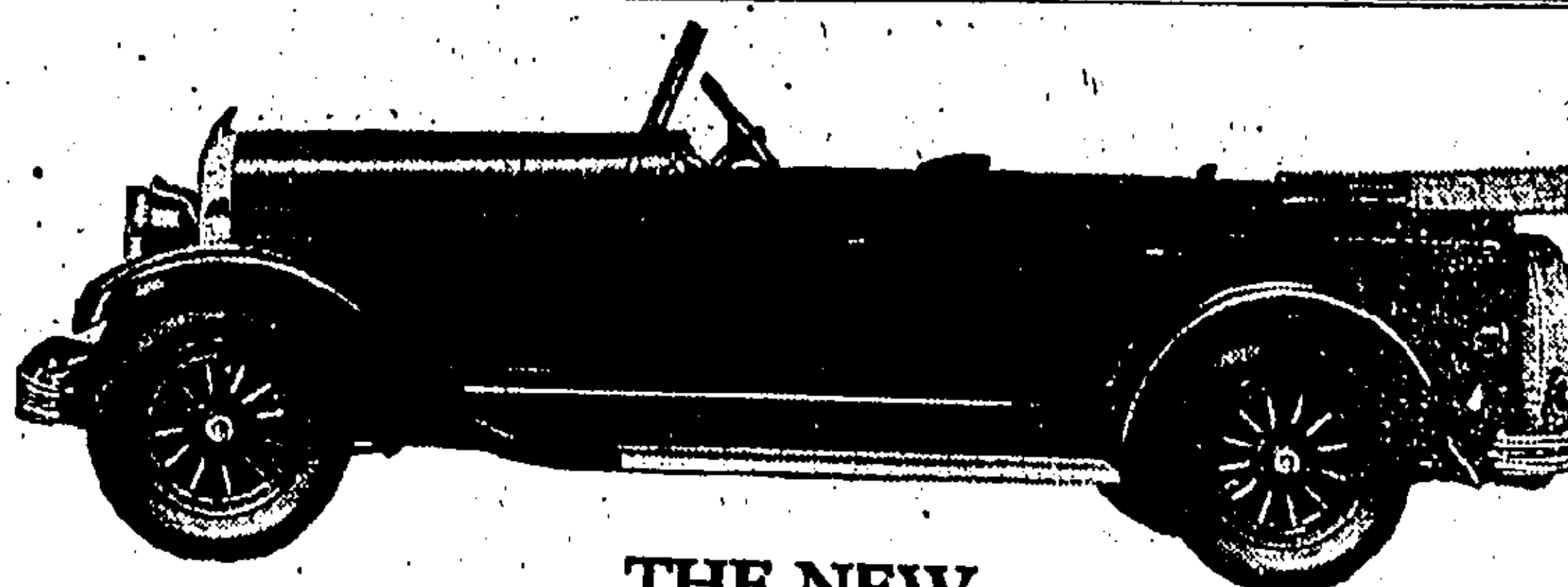
As a rule, when actually making the change down, all that is necessary to ensure a good mesh is a momentary tap on the accelerator pedal, the clutch pedal then being promptly depressed and the gear lever moved smartly into its new position.

If the gear ratios be mastered, and also the general principles here outlined, there should be little or no gear-changing troubles in the future. To use extreme figures, if the gear ratios of a car were (1st) 25 to 1, (2nd) 9 to 1 and (top) 5 to 1, a greater pause would be necessary in changing up from first to second than from second to top, while in changing down, more clutch shaft acceleration would be necessary. This is where the unskilled reader must study the specifications on his own car.

Gear-changing should be practised until perfection is attained. It is worth a couple of gallons of petrol, anyway. But do not practise at greater speeds than necessary. And if changing down practice be indulged in on an up-gradient, remember that no car should be taken up-hill in top gear at a slower pace than 15 miles an hour.

THE NOISE QUESTION.

Motorists should rejoice to learn that Sir William Joynson-Hicks, the Home Secretary, is satisfied that there are signs of improvement with regard to noisy vehicles, and that he does not propose to take any further action other than the continuance of the measures for dealing with noisy exhausts which are now in force. Car exhausts certainly have become quieter, says "The Light Car and Cyclecar," but we have failed to notice any lessening of the mechanical and equally irritating noises made by trams, traction engines and the like. Sir William might with advantage devote a little of his time to this side of the noise question now that he has the motor situation well in hand.



THE NEW CHRYSLER "72" PHAETON

(Seven-Seater)

Down to the smallest detail, this roomy, powerful, stylish Phaeton (with custom body) is an example of the Chrysler engineering genius at its full flower. Everything that the most exacting motorist could demand is found in this Phaeton as a matter of course.

Fleetness—72 and more untiring miles an hour. Acceleration—a flashing surge that puts you at the head of all traffic. Endurance—a thousand miles is merely an incident in the life of one of these staunchly-built Phaetons. Proud owners are still at the wheels of their original Chryslers, built four years ago—many of them with more than one hundred thousand miles on the speedometer.

The "72" seven-seater Phaeton accommodates five adult passengers in the rear compartment and two in its ample front seat, with room to spare. Folding auxiliary seats are wide and restful, and so placed as to allow unhampered leg-room for the occupants of the well-sprung rear seat.

Harmoniously blended colours, snugly folding hood with bindings to match the durable, high-grade pigskin leather in which the car is upholstered. A long, low, sleek-appearing body, apparently small and compact, but seating seven adults in perfect comfort—surely a car you will be pleased and proud to own!

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SHOW ROOM:
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25,000 MILES.

IN LESS THAN 23,000
MINUTES!

STUDEBAKER COMMANDER.

Rain was drizzling steadily on the morning of October 18, 1927. But rain could not dampen the enthusiasm of the group of men at the Atlantic City Speedway, Hammon, New Jersey. Rain made the greasy-soaked track as slippery as a soapy bath-tub, but rain could not drown the eagerness of the drivers, impatiently waiting for the starter's flag that would send them away on an attempt to break all existing stock-car records for speed and endurance—and set new records for distances no other car had ever dared to attempt.

Inside the judge's stand, facing the finish line, were officials of the American Automobile Association who would handle all records of scoring and timing. At the conclusion of the long grind these and other American Automobile Association officials would completely disassemble these Studebakers and compare them part for part, measurement for measurement, with cars taken from a dealer's stock, to make absolutely certain that these three Studebakers were strictly stock models.

At 2.49 p.m. the official starter snaps down his red flag and the three Commanders start away in a group. As the flag dips down the electric timing device begins relentlessly to click off the seconds, never to pause until the cars have finished their wearying task. A wire stretched across the track at the finish line is pressed down by the front wheels of each flying car. Thus the timing device automatically prints the time each lap is completed in hundredths parts of a second! This timing device is checked by a chronometer which, in turn, has been checked by the United States Bureau of Standards to be accurate to within one-tenth of a second in twenty-four hours.

The three Commanders are speeding silently around the huge oval—being stock models the mufflers cannot be disconnected. Hours and days and weeks these three cars will forge steadily ahead, proving that a Studebaker will out-perform any other car regardless of power or price.

Wind, Rain and Fog.
So through day and night for two long weeks. The rain pauses for a while, but at night a dense fog rolls in from the salt sea marshes. Fog so wet that windshield wipers must be used continuously. Fog that makes the greasy track slippery as an icy boulevard. Several nights in November the weather-grayed track was transformed into a fairy-like spectacle by glistening white frost. A beautiful sight in the headlamps of three speeding cars—unless you had to guide a car at seventy miles an hour around a track banked at a forty-three degree angle!

Total Elapsed Time.
After an hour or so, watching those beetle-like cars hum around the giant bowl becomes monotonous, but pit stops are always exciting. From the instant the official starter whips his red flag at the beginning until he flashes the welcome checked flag at the finish, each second is recorded. So the Studebakers which averaged more than 65 miles per hour were forced to travel more than 70 weeks of the time to make up for necessary stops for oil, fuel and change of drivers.

At regular intervals a Studebaker pit boss sings out, "Get ready to gas!" and there is the sudden rushing action of a fire alarm. Mechanics who have been huddling around a smoldering oil stove and listening to a squawking radio stop to life.

The word "Gas!" is scrawled on a blackboard large as a table top and held up so the driver can read it. A blast of the horn acknowledges it as the car swishes past. In another minute the car has completed the mile and a half lap and swings in sight round the steeply-banked curve, scoots down onto the less steeply-banked apron and pulls up to the pits.

"Quick Service."
Stiff after four hours of steady driving in the chilling wind, the driver stands up and climbs out. The car is surrounded by a feverishly working crew. One man checks the water in the radiator. Another wipes the fog from the windshield. A third checks the oil level. Several others are putting petrol into the tank. The relief driver steps in. The pit chief stands beside the windshield and watches for the O.K. signal from each of his men. He calls "All clear!" the car rolls ahead, turns onto the track and speeds away. The chief looks at his stop watch. "Thirty-eight seconds. Not so bad."

Aeroplane Speed.
Whirling around a banked track

tion. Even on the straightaways the car is tilted at an angle. At the right, up above your eyes, is a swift-flowing ribbon of gray—the top edge of the track. Below, on the left, is a rushing yellow border, the sandy infield. Ahead through the windshield is a turn banked at an angle of forty-three degrees—it looks as flat as the side of a battleship. The white painted line appears to go straight up. The driver smiles and jokes as you brace yourself for the turn—but before you are fixed you are around the corner and racing toward the next one.

After a few laps you lose the idea you are travelling at high speed. Windows keep out the rush of wind. There is little vibration, no undue noise, even though the speedometer dial rolls lazily back and forth across 70.

Riding in an open car with the hood down is an entirely different story. The roar of howling wind muffles all sound of the car. Clavering fingers of wind tug at your goggles, your close-fitting helmet. The driver grins as you hold your ears, while the car continues its circuitous course!

Far through the long night these three stock model Studebakers rush around the course faster than the speed of crack limited trains—but without the help of steel flanges, to keep them on the track. Dawn finally comes, but brings no rest for the speeding cars. More days, more weeks must roll swiftly beneath these sturdy cars before they reach their 25,000-mile goal.

Sixteen-Day Wonder.
American Automobile Association officials and Studebaker men marvel at such endurance. Drivers, despite long reliefs, begin to wear under the strain of continuous high-speed driving. How much more of a strain on the three cars which get no relief! Men speak of number "6" or "9" or "5" with all the enthusiasm due a champion. The mechanism of a medium-priced stock motor car standing up so perfectly under such gruelling punishment!

15,000 Miles.
From 15,000 miles onward, these three Commanders do not break records—they make new ones! But still tirelessly as ever they roll on—10,000 miles beyond the greatest distance ever attempted by any automobile in continuous driving.

As the end draws near tight-stretched nerves jangle with excitement. Only a few more laps to go! Interested outsiders have driven from Philadelphia, thirty miles away, and fifty other nearby cities where newspaper advertisements invited the public to witness this test. Factory officials and newspaper men are present. In the judge's stand, feverish activity. "Three more laps!" someone calls out the window. The starter climbs the guard rail and walks up to the top edge of the still rain-slippery track.

All eyes are strained on the three Commanders as they spur around toward the finish. Here come the two roadsters. At 1.37 p.m., November 3, the checked flag is cracked down as they speed by almost nose and nose. A few extra laps at seventy-five-mile speed to show that these Studebakers are still in A-No-1 condition even though they have gone farther than man or machine ever travelled before in such short time.

The two stock model Studebaker Commander roadsters, fully equipped as you see them on the street, averaged 65.31 miles per hour for 15 days, 22 hours and 48 minutes—or a total of 22,968 minutes.

A Studebaker Commander sedan averaged 61.98 miles per hour for the 25,000-mile grind! It finished on November 4 at 10.09 a.m., which made the total elapsed time 16 days, 19 hours and 20 minutes—or 24,200 minutes. Supreme proof of Studebaker dependability and endurance.

They Did It!
No wonder the crowd shouted and cheered. The Commanders did it! Each travelled that dangerous mile and one-half lap 16,667 times. Not one Commander, but three, had proved their metal and mettle by travelling 25,000 miles in less than 25,000 minutes.

Studebaker had demonstrated its speed and endurance by positive proof. Truly a world champion car!

Stock Cars.
After the conclusion of this triple 25,000-mile test the cars were immediately turned over to the American Automobile Association. A. A. A. officials disassembled these three cars. Their own mechanics and engineers checked each part, each measurement, against other Studebaker cars taken from dealers' stocks as well as against advertised specifications. All of this was done to make certain these three cars were exact duplicates of The Commanders sold by dealers.

Why This Test?
Why all this effort? Because

NEW TYPE SIX.

SOON TO MAKE APPEARANCE
AT LOW PRICE.

MYSTERY CAR.

Detroit, Mich., U.S.A. (Special). A new type, low priced, six cylinder motor car, as sensational in its features as certain of most talked-of light fours which have been announced within the past year or so, is likely to appear within the next few weeks. This is a well defined and substantiated rumour in automotive circles here.

The price reductions and announcements in the light four cylinder field which followed each other in rapid succession early this year, have left the light six field so far unaffected, but now it seems certain that there will be equally as sensational developments in this latter group of motor cars.

During the past few weeks a new car, obviously equipped with a six cylinder power plant, but bearing no insignia which would establish the identity of the manufacturer, has been seen on the highways about here, especially those where speed laws are lifted to careful drivers.

Where It Differs.

This car differs in many respects from any six cylinder car now on the market, and according to drivers who have followed it over the road, reveals a striking performance ability in speed, power and smoothness. It is a low car, with compact yet ample body dimensions and with striking power of acceleration.

The wheelbase is estimated to be about 110 inches, full balloon tyres are used as equipment and such casual inspection as has been possible while the cars have been stopped at filling stations or on the street, has shown it to be fully equipped in every way.

While the new six is still an unknown factor so far as its structural features are concerned, its ability to run for long stretches at high speed indicates that the power plant must be equipped with a highly efficient lubrication system and that it must develop a high power rating.

Interested motor car authorities, who have been commenting on the possibility of such a new light six, agree that it would naturally have to be marketed with careful consideration of price and that the price would in all probability be low. There is at present a gap between the prices of light 4-cylinder cars and the lowest priced of the light sixes which might logically be filled with a new six cylinder product.

BIG RACE.

NOW 24 ENTRIES FOR ROAD
TEST.

Six more motor-cars, making 24 to date, have now been provisionally entered for the great British road race, the first since 1922, which is to take place near Belfast on August 18.

The Royal Automobile Club is reviving for this even the famous Tourist Trophy, and "The Daily Mail" is presenting £1,500 in prize money.

The new entries are teams of three cars each by Bentley Motors, Ltd., and Lagonda, Ltd. Drivers have not yet been nominated. It was a Bentley car that last year won for Britain the great road race at Le Mans, France.

each year in testing and proving its products. Because in 25,000 miles of high-speed driving, Studebaker engineers can see before their eyes in a few days the cumulative effect of years of normal driving. Through the magnifying glass of this brutal test Studebaker materials and manufacturing methods were put under a searching X-ray.

Proof...Not Claims.
No more need you invest your motoring money on mere claims of performance. Studebaker refers you to the official records of the American Automobile Association for proof of endurance and speed.

No more need you invest your motoring money on mere claims of long service. Studebaker refers you to nearly a thousand owners who have driven their Studebakers 100,000 to 500,000 miles.

Champion Performance.
Because of its thrilling power performance, people who are not acquainted with Studebaker engineering, design, and precision manufacture may feel The Commander must be an expensive car to operate. The Commander actually costs less to run than scores of cars.

Here is proof: In sixty-one tests in sixty-one American cities from Jacksonville to Seattle, from Boston to San Francisco, The Commander averaged 17 1/2 miles per U.S. gallon of fuel. These tests were observed by local motor

IN MOMBASA.

MISS ELSIE HALL'S
IMPRESSIONS.

POINTED REMARKS.

Referring to a contemporary report of Miss Elsie Hall's recently completed motor tour of Africa, the "East African Standard" has some pointed remarks to make.

Everyone will remember, says this journal, the delightful concerts by Miss Elsie Hall and Miss May Mukle jointly and independently at the Mombasa Club, the Tivoli Cinema and the Manor Hotel.

The only remarks Miss Elsie Hall had to make about this island are very much to the point, and we look to the port authority not only to sit up and take notice, but to do something.

"It cost us £15 to ship the car as far as Mombasa (from Durban), but it cost us an additional £4 5s. to offload the car at Mombasa!"

"At Mombasa we had an amusing experience—the car got a regular ducking in the Indian Ocean. In crossing on to the mainland the car had to be driven on to a pontoon—a rickety affair constructed from big planks. There was already one vehicle on the pontoon, and Miss Budgett seemed doubtful as to whether there was room for the "Chev." She was told there was ample room, and was instructed to drive the car on. As Miss Budgett was about to do so, one of the ropes securing the pontoon slipped and the vessel swung round, the car, as a result, completely missing the objective and sliding into the water.

With the assistance of some natives we got the car out of the Indian Ocean—the car, by the way, was more than half submerged—and we immediately proceeded to dry it as best we were able. And, strange to relate, it started up at once. The "Chev," I think, is a wonderful car!"

How much longer are we going to discourage visitors and trade with our exorbitant charges and infamous service? Up port authority (or Chamber of Horrors of the Second Degree). Up, Chamber of Commerce (or Chamber of Horrors of the First Degree). Up, and at 'em! Go to it!

"Fussy Officials."
A further remark we feel is not quite justified. "Fussy officials" at Mombasa tried to put us off the journey when we left the boat, by pointing out the innumerable dangers we would encounter. They wanted us to take a native Askari with us, but we refused. We had a small axe in the car, and that was sufficient. No, we carried no arms at all. All we had was the axe. This we carried for the primary purpose of cutting away trees or bush that might have barred our path."

Obviously, Miss Elsie Hall is not aware of how primitive this country still is—in spite of her motor tour. Further, she does not appreciate the enormous amount of work and worry her little trip cost the various commissioners and their assistants on her route! All these people had to be on the qui vive all the time Miss Elsie Hall's party was anywhere within sometimes a matter of a hundred miles of dense bush. Not only had they to see that the party was not molested by natives, but also that sundry hungry, swift and very terrible lions, and merely playful, obstinate or unreasonable elephants and rhinos did not pick up their scent.

In view of the terrible tragedy that happened in comparatively civilised Johannesburg recently, we fail to see where the Mombasa officials were "fussy." In fact, it was very sporting of them to give away so much. We would like to say that the fact that Miss Elsie Hall and her two lady friends came back alive at all, reflects very great credit on the administration of this colony. Miss Elsie Hall and her friends may be past masters in the art of welding the axe, the piano and the cello, but we fail to see where the actual journey reflects any credit on them at all. In fact, our candid opinion of the whole escapade is it was thoroughly foolhardy and utterly to be discouraged.

We have not a word to say against the concerts. They were delightful. We have not a word to say against the Administration. It is efficient. But the port! After this, the members of the port authority! They have two courses open—get on or get out!

I have a car.
It never breaks down.
It never aches.
It never gets a puncture.
It never gives me bother up steep gradients.
It never gets overheated.
It has never got me into a collision or an accident of any kind since I got it.
I wish to goodness I could start

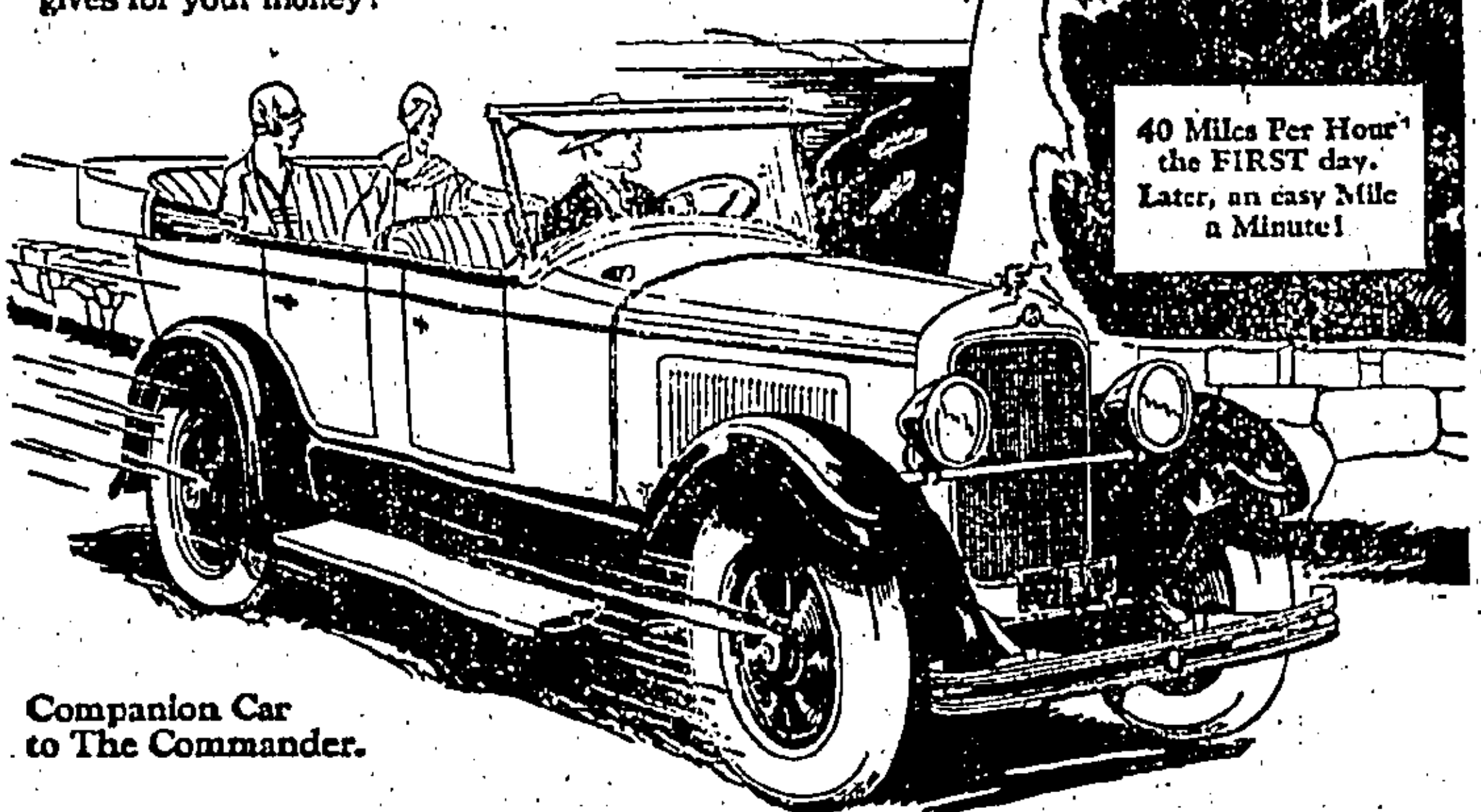
POWER
for Hills or Heavy Going

ADVANCED engineering has increased the power of this Studebaker Director and at the same time increased its economy of fuel.

This spirited Sport Tourer is capable of high sustained speed. In official tests, the new Director sedan raced 1483 miles in 24 hours—an average of 61.795 miles per hour. It has proved itself a blood brother of the world's champion Studebaker Commander.

This Studebaker Director also offers you distinctive beauty of line and colour, relaxed comfort from deep cushions and extra ample springing.

It offers you years of dependable service and value that only Studebaker can give. Come here today. Compare with your own eyes. See how much more Studebaker gives for your money!

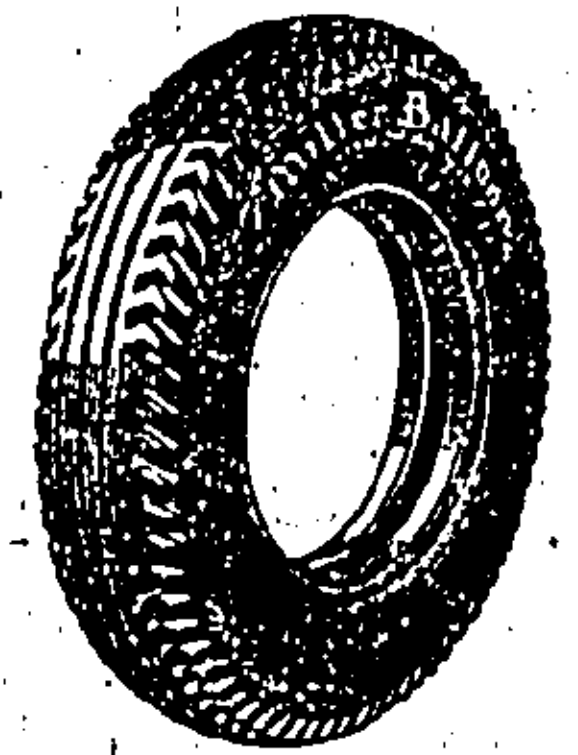
Companion Car
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GENERAL HINTS.

A NOTE ON CLUTCH
FAULTS.

It occasionally happens that a clutch becomes very loose, and in consequence very unpleasant to use. This may be due to the clutch mechanism becoming stiff and working in jerks, or it may be owing to the friction surfaces getting out of order. In the former case the remedy is obvious; the clutch-releasing mechanism must be carefully cleaned and oiled. If, however, the parts are kept well greased and oiled from the start, this trouble is not likely to occur.

Friction surface trouble is more likely to occur with leather-lined cone clutches than with plate clutches lined with ferrodo or some other bonded asbestos fabric. In the former case it is a good thing to wash the clutch out with petrol rather than kerosene, and to use a very thin oil, such as three-in-one as a dressing. Further, if the owner of a leather-lined clutch car finds that the clutch action tends to become fierce he should make a point of keeping the clutch pedal down whenever the car is left standing for more than a little while.

When the car is parked in the garage at the end of the day's run, place a piece of wood between the front seat and the clutch, so that it will hold the pedal down and release the lining. This allows the lining to swell and become softer, and in consequence much sweeter in use. Thin oil should be used twice a week.

In the case of plate clutches running in oil, make it a practice to flush out the clutch and refill with the proper amount of the right grade oil every three thousand miles. Old clutch oil tends to get gummy and sharpens the clutch action until at times it is impossible to get into gear without clashing. This applies both to the metal and the cork inset types. However, in the latter types the supply of oil is, perhaps, even more important than in the former case, as here a shortage of good oil will result in the burning of the cork insets, and the owner will be put to annoyance and expense of relining.

clutch it should not be necessary to apply either petrol or oil to make it easy in action, in fact it is desirable to keep oil away from the friction surfaces. If, due to over-oiling of the release bearing, or to some leakage from the engine, the clutch faces get lubricated, they should be flushed out with petrol. The usual indication of oil getting on the surfaces is that the clutch tends to slip when under load, and also when the car is cold the plates tend to spin and make the engagement of the gear hard. A slipping clutch, whether due to surplus oil or mal-adjustment, should be attended to immediately, or at least, as soon as the car is drivable when the clutch slip is only slight, it should not be neglected. The little slip that is present causes a rapid generation of heat on the friction surfaces, resulting in their early demise. The fabric lining wears out very quickly under these conditions, and the steel plates become warped and make the clutch unmanageable. Either condition makes for an expensive repair, and should be avoided by a little attention at the right time.

Hood Tops.

A simple and effective, as well as a cheap way to keep black hood tops in excellent condition, is to run, place a piece of wood between the front seat and the clutch, so that it will hold the pedal down and release the lining. This allows the lining to swell and become softer, and in consequence much sweeter in use. Thin oil should be used twice a week.

ELECTRIC BRAKES.

SIMPLE AND EFFORTLESS
APPLICATION.

A very interesting type of front-wheel brake is manufactured in France. It acts on the electro-magnetic principle. As a result there are no brake rods or cables to rattle, braking is absolutely progressive, and adjustment automatic until the lining is worn out.

The electro magnets consist of a number of coils disposed in a brake drum carried on the stub axle. In the place of the ordinary drums on the hubs are carried cast-iron annular discs, which are normally held away from the magnets by light springs. The brake pedal works a rheostat in such a way that the amount of current reaching the electrocoils varies, with the extent to which the pedal is depressed by the driver.

Braking is naturally absolutely effortless for there is no reason why the brake pedal should be any harder to depress than the accelerator. Simplicity also is a great feature of this brake, as the parts merely consist of a steel drum equipped with the magnets, a cast-iron ring and rheostat. Needless to say, the efficiency of the brakes is just as high when the car is stationary as when it is running, while it is claimed that the current consumption is actually less than the average pair of headlights or similar electrical device.

It should be pointed out, of course, that should there be any failure in the supply of current to the brakes, these will be non-operative, but it will readily be seen that this type of front-wheel brake can easily be adapted to cars having rear brakes only, as the rheostat can be operated by the existing brake pedal. The cast-iron ring is easily removable when it is worn too thin to be reliable.

well into the hole, so that it projects on both sides. Press a fairly hot flat iron over the top of the patch, and get an assistant to perform a similar office underneath. In three or four minutes the patch will be securely vulcanized, and will stand the test of time.

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LADIES & MISSES

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and Lower
Levels, \$22.00
per ton.

Delivered to
Kowloon, \$20.00
per ton.



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the coal is re-
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ROOF GARDENS.

SHANGHAI PLACES CLOSED
AS PRECAUTION.

NANKING-ROAD ZONE.

As a result of representations
to the managements, the roof gar-
dens of the three big Chinese
department stores in Nanking-
road, Shanghai, were closed dur-
ing the period of student pro-
pagandist activities regarding the
Tsinan incident.

These roof gardens, in past
years, have been used as useful
vantage points by students and
propagandists for showering
down on passers-by in Nanking-
road below large quantities of
propagandist literature. To avert
this practice during the present
restless period, the authorities
approached the managements of
the three stores and have succeed-
ed in getting the roof gardens
closed.

The Chinese authorities have
closed the "Little World," the
Chinese amusement centre in the
Chinese city on suspicion that
Communist agitators and pro-
pagandists were planning to fre-
quent the place for the purpose of
stirring up trouble.

Students Busy.

Several cases of student lecture
parties encroaching on the For-
eign Settlement during their tours
have been reported, but there
were no incidents. One party
penetrated into Unga-road and
another was seen at the corner of
Robinson and Jessfield-roads but
they dispersed in an orderly man-
ner when the Municipal police
approached. Another party of
students visited the premises of
the Aikosa Dairy, a Japanese
place, at 120 Hungjiao-road, and
tried to induce the Chinese staff
of 30 to go on strike but their
efforts proved unsuccessful. It is
stated that this particular group
of students came from Nanyang
University.

AT ST. PAUL'S.

MAN INTERRUPTS
BISHOP.

POLICE ACTION.

Just as the Bishop of London
was about to begin his sermon at
St. Paul's Cathedral at Evensong
a man in the congregation some
distance from the chancel began
to shout.

Apparently addressing the
bishop, the man is understood to
have said:—

I protest against the bishops,
the Dean Innes, and Roberts of
the Church of England continu-
ing to act as Christian ministers,
on the ground that they are the
most callous, heartless access-
ories in the most heinous wrongs
against the laws of both God
and man upon the people, and
particularly the poor, by our
own public servants.

Police Hurry To Spot.

A verger hurried up and put his
hand over the man's mouth. Several
of the City policemen who are al-
ways stationed in the cathedral
at the evening services also hur-
ried to the scene and with the
vergers conducted the man out of
the cathedral.

As he passed among the astound-
ed congregation he is alleged to
have cried out, "You coward—I
will come next Sunday."

The man was taken to Snow Hill
Police Station.

The church was crowded at the
time of the incident. When the
man began to speak many people,
owing to the peculiar acoustics of
the cathedral, at first thought that
the bishop was talking to them.
The bishop, however, made a
signal, and the organist, starting
to play, drowned the cries of the
interrupter.

A representative of the catho-
dral authorities later visited the
police station, and the man was
charged with "brawling" in the
cathedral.

The strike of Madrid University
students, which was undertaken as
a protest against the suspension
of Professor Jimenez Asua for de-
livering a lecture on eugenics, came
to an end last month.

SPRING MODES.

OBSERVATIONS AT SHANGHAI
RACES.

PREDOMINATING COLOURS.

Sunshine that tempted many
to don gay and even summery
frocks shone on the race course
one afternoon during last week's
meeting, says "Marguerite" in
the "Shanghai Times." But a
searching little wind also brought
out wraps and even fur coats
which were worn by the wise who
remembered the age old motto of
casting no clout till May be out.

Predominating colours seemed
to be soft greens, powder blue
and rose beige. Naturally there
were many who wore black or
black and white. One of the
smartest ensembles in this last
category consisted of a frock, the
bodice of which was of white and
the skirt of black crepe de chine,
the two being joined in a deep V,
the ensemble being completed by
a chic short coat in the new car-
digan style made of printed black
and white velveteen. A large red
rose on one shoulder supplied a
note of colour.

All in Black.

All in black was a smart coat
and skirt of heavily ribbed silk,
the coat featuring the diagonal
line back and front which dis-
tinguishes many of the latest
models. A handsome scarf of
silver fox was worn. A pink
georgette frock trimmed with pin
tucks and having a deep hem of
heavy crepe silk was also worn
with a silver fox fur and a crino-
line hat in pink.

The unusual combination of
beige rose and navy blue was
seen in a beautiful dress of which
the underslip was of the pink
beige and the frock open in front
to give a coat effect, was of navy
georgette trimmed at the collar
and hem with grey fur.

Pink Silk Jumper.

Cross stitch was effectively
used on a pale pink silk jumper,
the front being embroidered in a
design of leaves and roses, and
this was worn with a cornflower
blue pleated skirt, beige shoes
and stockings and a beige Bang-
kok straw hat.

An unusual shade of turquoise
green was seen in a charming
georgette frock, a hat of crinoline
in the same colour being worn
with it. Powder blue georgette
for the frock and rose beige for
the crinoline hat which was worn
with it, made another of the un-
usual colour combinations seen at
the races.

Green Georgette.

Silvery green georgette was
most effectively used to make one
of the most charming frocks seen,
the skirt being covered with a
deep fringe of heavy silk in the
same colour and a shady brimmed
straw hat to match.

Flowered nuns were to be
seen as well as light voiles, while
a number of the new Rodier ma-
terials were in evidence as well as
spring jumper units made with
the jumper tops formed of hori-
zontal bars of shaded green
through which gleamed a silver
thread.

WHY DO WE SUFFER PAIN?

Pain is a symptom. It is na-
ture's method of calling attention
to some vital need of the body.
When the blood is thin the nerves
are undernourished. It is only
through the blood that the elements
they need can be supplied. Pains
of lumbago in the back, rheumatic
pains in the joints, sciatic pains
down the thighs, neuralgic pains
in the face, tell the story of thin-
ning blood.

Build up the blood with Dr.
Williams' Pink Pills and see how
these symptoms disappear. The
discovery of a learned and skilful
medical practitioner of long ex-
perience, Dr. Williams' Pink Pills
have been recognised throughout
the world as a blood and nerve
tonic of exceptionally great merit
for close upon forty years. Your
own chemist sells them, or sent to
you post free one bottle for \$1.50,
six bottles \$8, by The Dr. Williams'
Medicine Co., 60, Kiangse Road,
Shanghai.

THE RED CROSS.

APPEAL BY "CHRISTIAN
GENERAL."

MEDICAL WORKERS WANTED

Another appeal for foreign and
Chinese medical men and nurses
to proceed to various points in
North China to attend to the
thousands of cases of wounded
soldiers filling the hospitals since
the Nationalists started their
drive on Peking and sustained
heavy casualties in the fighting
in Shantung has been received in
Shanghai.

The appeal comes from the
headquarters of General Feng
Yu-hsiang (the "Christian Gen-
eral") and calls for help for the
wounded occupying all accom-
modation at Kaifeng and Cheng-
chow in Honan province. A tele-
gram was received in Shanghai
describing the situation.

Appalling Conditions.

It states that in view of the
continual increase in the number
of the wounded and the appalling
condition of their sufferings, the
question of providing them with
adequate medical attention has
become acute. The military hos-
pital staff is doing all in its power
to cope with the situation, but the
lack of sufficient skilled physi-
cians and surgeons has caused
much unnecessary suffering, and
many who ought to recover, will
die unless immediate help is
forthcoming.

About fifteen missionaries now
in Kaifeng are making a joint
appeal to voluntary medical aid
for ameliorating this situation.

Spirit of Christianity.

The men in charge of the medi-
cal work in the army, with the en-
dorsement of General Feng, have
assured these missionaries that
they would welcome the assist-
ance of foreign doctors and sur-
geons, together with such teams
and nurses as they can bring with
them. The army will furnish
food and travelling expenses to
both foreign and Chinese volun-
teers, and an additional \$20 as a
monthly remuneration for the
Chinese.

In soliciting medical help of for-
eign missionary doctors, these
missionaries are entirely animat-
ed by the humanitarian spirit of
Christianity, the telegram states.
They believe that the voluntary
service at this critical moment
will not only relieve many wound-
ed soldiers from their sufferings
but will prevent numerous deaths
which would certainly result from
the lack of proper treatment.

46 YEARS A WIDOW.

DEATH OF DOWAGER DUCHESSE
OF GRAFTON AT 94.

Nearly 50 years after the death
of her husband, the sixth duke,
who died in 1882, the Dowager
Duchess of Grafton died at her
home, Harlestone House, North-
ampton. She had been an invalid
for several years.

The Dowager Duchess, who was
94, was half French. Her mother,
the wife of the third Lord Ash-
burton, was a daughter of the
Duke of Bassano, a Minister of
Napoleon I. In this connection the
ex-Servicemen of Harlestone,
whom she entertained every
Armistice Day, paid her a novel
tribute last November.

Unable to be with them, she
ordered that her bedroom door be
left open. The 82 guests sang the
Marseillaise in honour of the in-
valid upstairs. In her message to
them, read during the party, she
wrote:—

The weakness of old age is
responsible for my not person-
ally receiving you. The
sound of your voices and the
smell of your cigars will be a
link between us, and in the end
we shall all join in thanking God
for the victory which has been
so largely the result of your
courage and devotion.

The seventh Duke of Grafton,
younger brother of the sixth duke,
was 97 when he died in 1918.

An Imperial War Graves Mem-
orial in Wimbledon Cemetery was
unveiled by Lieut.-Colonel Sir
Penton Aylmer, V.C.

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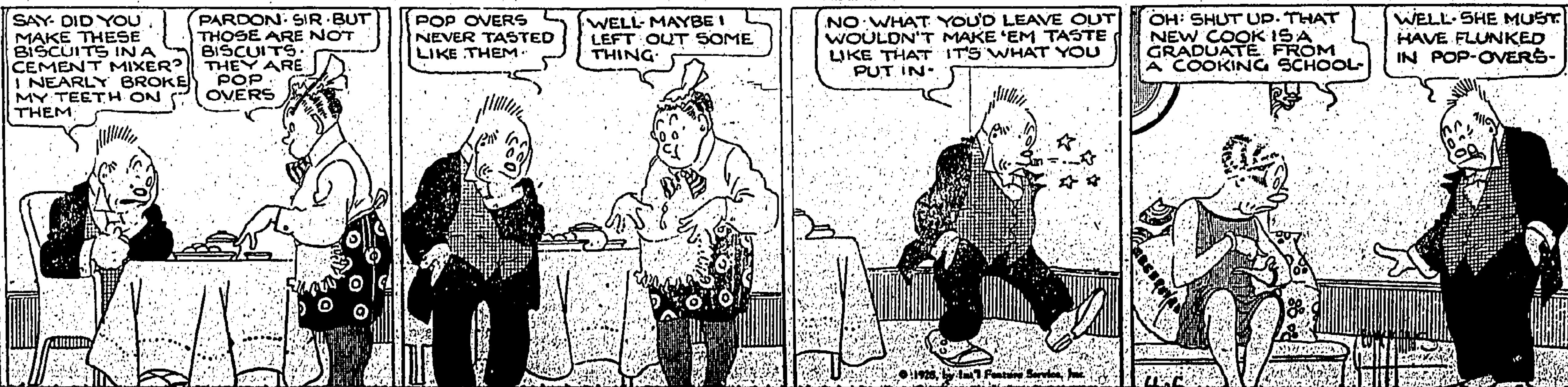
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"ADRA-TIS" 4th June Penang, New York & Baltimore
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"ANTENOR" 12th June Singapore, Marseilles & London
"HECTOR" 19th June Singapore, Marseilles & London

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"HELENUS" 12th May 21st Kobe & Yokohama
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POST OFFICE NOTICE.

The Postal Service to Swabue & neighbouring places has now been resumed.

INWARD MAILS.

From	THURSDAY, MAY 17.	Per
Japan	Rakuyo Maru
Australia and Manila	Tango Maru
Europe via Negapatam (letter only, London 19th April)	Santhia
Shanghai and Amoy	Kanchow
FRIDAY, MAY 18.		
Japan and Shanghai	Hakozaki Maru
Shanghai and Europe via Siberia	Lahore
U.S.A., Honolulu, Japan and Shanghai	President Wilson
Shanghai and Swatow	Szechuen
MONDAY, MAY 21.		
Manila	President Grant
Straits	Devanha
Europe via Negapatam (papers only, London, 19th April)	Mirzapore
U.S.A., Honolulu, Japan and Shanghai	President Lincoln
TUESDAY, MAY 22.		
Japan and Shanghai	Athos II
Japan	Mishima Maru
U.S.A., Honolulu, Japan and Shanghai	Taiyo Maru
FRIDAY, MAY 25.		
U.S.A., Canada, Japan and Shanghai	President Cleveland
Straits	Kamo Maru

OUTWARD MAILS.

For	THURSDAY, MAY 17.	Per
Manila, Australia and New Zealand via Thursday Island—due Thursday Island, 29th May. Parcels 5 p.m. Registration (May 18th) 9.45 a.m. Letters (May 18th) 10.30 a.m.	Tai Ping
FRIDAY, MAY 18.		
Japan	Tango Maru
Haliphong	Tonkin
Swatow, Amoy and Foochow	Hai Hong
Wei Hai Wei	Kueichow
Saloon	Solviken
Sam Shui and Wuchow	Kyohow
Shanghai	Soochow
Manila	West Cadron
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt and Europe via Marseilles—due Marseilles, 18th June. K.P.O. Registration 4.30 p.m. Letters (May 19th) 9 a.m. G.P.O. Registration (May 19th) 8.45 a.m. Letters (May 19th) 9.30 a.m.	Hakozaki Maru
SATURDAY, MAY 19.		
Swatow and Bangkok	Bintang
Straits, Ceylon, India, Mauritius, E. & S. Africa	Lahore
Amoy	Anking
Manila, *Straits, *Ceylon, *India, *Mauritius, *E. & *S. Africa *Egypt and *Europe via Marseilles	Pres. Wilson

PRINCE CAROL.

Moves Away From
England.

GOES TO BELGIUM.

Leaves Surrey Yesterday For
Another Sojourning Place.

London, Yesterday.
Prince Carol of Rumania, who was requested by the British Government to leave the country owing to political activities, took his departure to-day for Belgium.—British Wireless Service.
Leaves Dover For Ostend.
Prince Carol sailed from Dover for Ostend.—Reuter.

THE MISSISSIPPI.

PREVENTING A REPETITION
OF LAST YEAR'S DISASTER.

HERCULEAN TASK.

Washington, May 15.
President Coolidge has signed the Mississippi Control Bill, which commits the Government to the herculean task of curbing the floodwaters and preventing a repetition of last year's disaster.
The scheme when completed will probably be one of the greatest engineering enterprises ever contemplated, and it is estimated that the cost will be over \$60,000,000.
The whole of the lower Mississippi valley, from Cape Girardeau to the Gulf of Mexico, will be affected. The work will be entrusted to army engineers. It includes strengthening the banks, and building three floodways and a spillway, as outlets to carry on excess floodwater to the Gulf of Mexico.—Reuter's American Service.

ESTHONIAN TRIAL.

COURT OF APPEAL NOW
CALLED UPON.

BOTH SIDES TAKE ACTION.

Reval, Yesterday.
The case of M. Birk has been taken to the Court of Appeal on the instance of both prosecution and defence. Although acquitted of high treason, M. Birk was found guilty of disobeying the Government's orders.
The prosecution now seeks commitment on all charges, while M. Birk seeks absolute acquittal.—Reuter.
[The trial of M. Birk, the former Estonian Minister in Russia, opened on October 27, 1927, on a charge of disobeying the orders of the Government, and publishing, in the interests of a foreign state, secrets concerning Estonia.]
On November 4 M. Birk was acquitted and released, but was dismissed the service.]

EGYPT'S POLITICS.

ACRIMONIOUS DEBATE IN
THE CHAMBER.

FURTHER LIVELY SCENES.

Cairo, Yesterday.
There have been further lively scenes in the Chamber.
In the debate on the Egyptian Government's contribution of £750,000 sterling towards the expenses of the Sudan, which was finally approved, the Watanists opposed the payment. They attacked the Premier, Nahas Pasha, for agreeing to payment prior to obtaining the consent of the Chamber.
Mahammed Pasha Mahmud, the Minister of Finance, explained that the usual procedure was followed, but, owing to his resignation, Nahas Pasha himself assumed the responsibility of sanctioning the payment.
Much confusion ensued, the Watanists and Watanists exchanging acrimonious remarks. Finally the closure was carried.—Reuter.

DR. STRESEMANN.

GERMAN FOREIGN MINISTER
STILL IN DANGER.

Berlin, Yesterday.
Dr. Stresemann's physicians are anxious, although they declare that there is no immediate danger.
They have informed his family of the gravity of his condition, which is due to interrupted activity of the kidneys.
Berlin, Later.
Dr. Stresemann is somewhat better, but his condition is still serious. The victims of the Rangoon train wrecking are still being recovered from the wreckage.—Reuter.

SIR E. GOSSE.

Famous Englishman
Passes Away.

GREAT CRITIC.

Trustee Of National Portrait
Gallery: Ex-Librarian Of Lords.

London, Yesterday.
The death is announced of Sir Edmund Gosse.—Reuter.
Biographical.
[Sir Edmund Gosse was born in London in 1849 and was the only son of the late P. H. Gosse, F.R.S., the eminent zoologist. He was educated privately in Devonshire. He married Ellen, daughter of the late Dr. G. N. Epps by whom he had one son and two daughters. Sir Edmund was regarded as one of the foremost English literary critics and was universally held in high esteem. He was a trustee of the National Portrait Gallery and from 1904 to 1914 he was librarian at the House of Lords. He was Hon. M.A. Trinity College, Cambridge, Hon. LL.D. St. Andrews, 1899; Hon. Litt.D. Cambridge, 1920; Hon. Dr. Strasbourg, 1920; Hon. Dr. Gothenburg, 1923; Hon. Dr. Paris (Sorbonne), 1925; Knight of the Royal Norwegian Order of St. Olaf, First Class, 1901; Knight of the Royal Swedish Order of the Polar Star, 1908; Knight of the Royal Danish Order of the Dannebrog, 1912; Member of the Academic Committee; Assistant Librarian British Museum, 1867-76; Translator to Board of Trade, at 1876-1904; Clark Lecturer in English Literature at Trinity College, Cambridge, 1884-90; Chairman of the Board of Scandinavian Studies, University College, London, 1917; President of the English Association, 1921.
His publications included:—Verse—On Viol and Flute, 1879; King Erik, 1876; New Poems, 1879; Firdausi in Exile, 1885; In Russet and Silver, 1894; Hypolympia, 1901; The Autumn Garden, 1908; Collected Poems, 1911. Prose—Northern Studies, 1879; Life of Gray, 1882; Seventeenth Century Studies, 1883; Life of Congreve, 1888; History of Eighteenth Century Literature, 1889; Life of P. H. Gosse, 1890; Gossip in a Library, 1891; The Secret of Narcisse, 1892; Questions at Issue, 1893; The Jacobean Poets, 1894; Critical Kit-Kats, 1896; History of Modern English Literature, 1897; Life and Letters of Dr. John Donne, Dean of St. Paul's, 1899; Illustrated Record of English Literature, vols. III and IV, 1903; Life of Jeremy Taylor, 1904; French Profiles, 1905; Coventry Fatimore, 1905; Life of Sir Thomas Browne, 1905; Father and Son, 1907 (crowned by the French Academy, 1913); Henrik Ibsen, 1908; Two Visits to Denmark, 1911; Portraits and Studies, 1912; Collected Essays (5 vols.), 1913; Inter Arma, 1916; The Life of Algernon Charles Swinburne, 1917; Three French Moralists, 1918; Diversions of a Man of Letters, 1919; Malherbe, 1920; Books on the Table, 1921; Aspects and Impressions, 1922; More Books on the Table, 1923; Silhouettes, 1925.
He was probably most popularly known as the contributor of the Literary Notes and book reviews appearing regularly in the London "Sunday Times."]

TRAIN WRECKING.

SEQUEL TO OUTRAGEOUS
BURMA SMASH.

LIFE TRANSPORTATION.

Rangoon, May 16.
The sequel to the train smash at the end of January occurred at the Sessions here, when Judge Pegu sentenced an Indian, named Wali, to transportation for life. The charge was that of pulling up a length of rail with a view to wrecking the train and causing death.
On a charge of committing dacoity and murder in conjunction with others three other prisoners were acquitted.—Reuter.
[A Rangoon cable, of January 28, stated:—Twenty-two persons are dead as the result of a portion of the Mandalay-Rangoon train crashing over a bridge about 100 miles from here. It has been discovered that a fishplate had been removed from the rails.
Later.
Hitherto 40 are dead. Four more are being recovered from the wreckage.—Reuter.]

AIRSHIP FLEET.

A Query For Air
Minister.

SIR S. HOARE EXPLAINS.

The Proposal For A Trans-Atlantic
Mail Service.

London, Yesterday.
Asked whether his attention had been called to the proposal to build a fleet of airships for a trans-Atlantic mail service, Sir Samuel Hoare, Air Minister, said the whole object of experiments in connection with airships was to carry out exhaustive tests before expansion took place. No money could therefore be spent on airship development projects until R100 and R101 had carried out their trials and satisfied all specification conditions.—British Wireless Service.

FLOPPING.

REACTION ON N.Y. STOCK
EXCHANGE.

SPECULATORS' FEARS.

New York, Yesterday.
All trading records on the New York Stock Exchange were broken by a sensational reaction which cut down or wiped out most of the early gains of \$5 to \$30 and sent a number of issues crashing to \$5 to \$20 below yesterday's quotations. The reaction is based on widespread fears that speculation is becoming excessive and that the Federal Reserve authorities are about to take further drastic measures to restrict credit supply.
The Philadelphia Federal Reserve Bank has already announced an increased rediscount rate to 4½ per cent. Similar action is expected by the New York Federal Reserve Bank.—Reuter's American Service.

COTTON INDUSTRY.

PREMIER ON THE
SITUATION.

CRITICAL CONDITION.

London, Yesterday.
In view of the critical condition of the cotton industry, great importance was attached to the speech of Mr. Baldwin at the luncheon of the British Cotton Growing Association and representatives of banking institutions in Lancashire and the North of England.
Lord Derby, who presided said the whole industry must be reconstructed and new capital brought in.
Mr. Baldwin in his speech, referred to the great possibilities of Africa and elsewhere in the Empire for cotton growing and the purchasing of British goods. Referring to the depression in the steel trade the Premier mentioned that for every shilling he had when he took office he had something under a penny to-day. The capital of the steel trade must be reduced until it represented live assets before it could hope for better times, and every section of the cotton industry must get together and somehow cut out the dead wood and clean up the mess made in 1919. (Cheers.)

COTTON STRIKE.

DEADLOCK AT BOMBAY
CONTINUES.

Bombay, Yesterday.
The cotton industry deadlock is unchanged. The millowners have dismissed all the strikers and stipulated that the strikers, before re-engagement, must abandon their "unreasonable attitude" and consent to the standardization of wages in accordance with the recommendations of the Tariff Board for a ten hours working day and stricter discipline.
The strikers insist on full reinstatement and add other conditions which the millowners hold are inadmissible.—Reuter.

GENEVA & SUGAR.

Geneva, Yesterday.
The consultative economic committee has appointed a sub-committee under the presidency of Sir Athol Chatterjee to inquire into the sugar question.—Reuter.

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A fascinating romance
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WARWICK DEEPPING'S splendid story of a British
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adored!

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TO-DAY TO SATURDAY.
AT 2.30, 5.00, 7.15 & 9.30.

MYSTERY, suspense and romance in the strange drama of a
stolen treaty!

BLANCHE SWEET

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With

ARLETTE MARCHAL—NEIL HAMILTON—MATT MOORE
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At 5.15 & 9.20 Only.

At 2.30 & 7.15.—Chinese Drama, "Lok Yeung Bridge."

AN ASTONISHING story of love and intrigue in the gay
settings of Paris!

WILLIAM FOX
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The HEART of SALOME



With

ALMA REUBENS—WALTER PIDGEON—BARRY NORTON
AT THE

STAR

TO-DAY TO SATURDAY.
Continuous 2.30 to 11.15.

BARONET RANKER.

SERGEANT SIR J. ECHLIN,
R. U. C.

CHARGE OF STATION.

London, May 4.

The Royal Ulster Constabulary
is probably the only police force
in the world with a Baronet serving
in the ranks.

He is Sergeant Sir John Echlin,
Bt., who is in charge of a police
station outside Enniskillen.

He gave evidence at the Fer-
managh County Court to-day,
where he was given "his correct
title by the Judge and counsel.

He is now earning between £6
and £7 per week, although the
Echlin two centuries ago pos-
sessed big estates in Scotland and
Ireland, which the present
Baronet's ancestors dissipated,
together with the family fortunes.
The fifth and sixth Baronets
of Ireland.

"MOTHER INDIA."

GROWING DEMAND FOR THE
WORK.

MISS MAYO'S PLANS.

London, May 3.

Miss Katherine Mayo, who is
visiting London, states that
100,000 copies of "Mother India"
have been sold in America and
the demand is growing.

A German edition will be pub-
lished shortly.

The authoress is deliberating
whether to visit India next cold
weather.

He was agricultural labourers and
the eighth kept an English inn,
his wife serving in the bar.

Sir John's father was a sta-
tion master in a remote district in
Ireland.

Printed and published for the proprietors, The
Newspaper Enterprise, Ltd., by GEORGE
WILLIAM CADE BURNETT, managing editor, at
3A, Wyndham Street, Hong Kong.